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From a painting by Harold Wyllie, O.B.E., Society of Marine Artists.

Nº 1
FAMOUS NAMES IN THE ROYAL NAVY

H.M.S. ARK ROYAL bears one of the Navy's most honoured and famous names. The first ARK took part, under Lord Howard of Effingham, in the defeat of the Armada in 1588—and the latest is one of the Fleet's new aircraft-carriers. Authentic records have been used in this imaginative reconstruction, which shows how the original ARK must have appeared under full sail in those romantic times, leading the English fleet in its famous stern attack on the Armada.

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Volume CCXXXII No. 3015

THE SPHERE, London, January 11, 1958

The SPHERE

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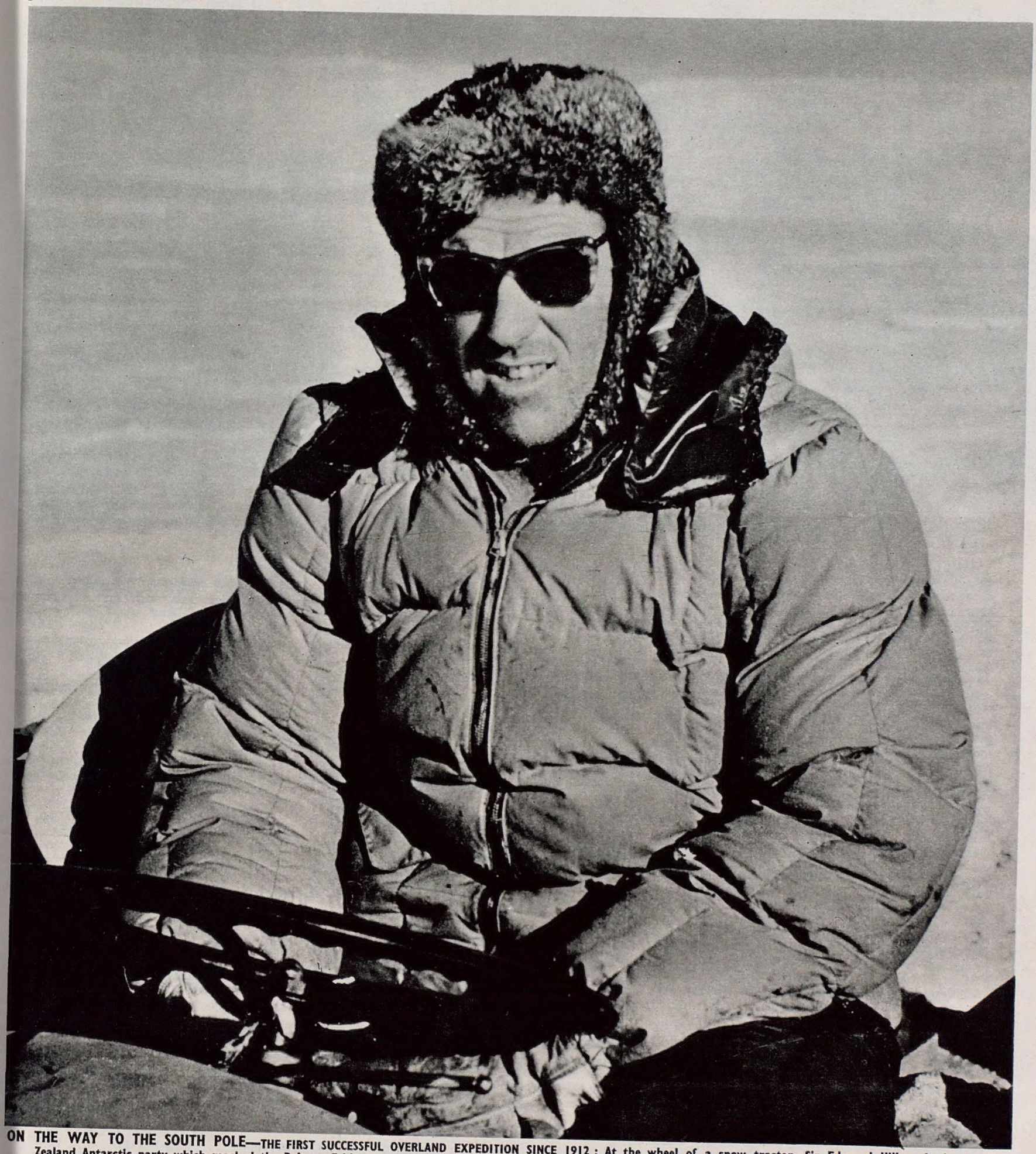

ON THE WAY TO THE SOUTH POLE—THE FIRST SUCCESSFUL OVERLAND EXPEDITION SINCE 1912 : At the wheel of a snow tractor, Sir Edmund Hillary leads the New Zealand Antarctic party which reached the Pole on Friday of last week. It was the first to make the overland journey since the ill-fated expedition of Captain Scott. Meanwhile, approaching the Pole in the opposite direction is the party of Dr. Fuchs. While negotiating difficult snow ridges, they are making important scientific researches.

A cable received last Saturday from Dr. Fuchs, who is leading the Commonwealth Trans-Antarctic party, said that he hoped to reach the South Pole in fifteen days. His party was 550 miles from Shackleton, its base on the Weddell Sea and 357 miles from the Pole. The vehicles had been pressing through difficult ridges of snow. Dr. Fuchs added : "Every few yards heavy sledges crash over precipitous places, causing damage to runners, tow-bars and vehicles. Present average progress 20 miles per day." Sir Edmund Hillary, with the New Zealand party of the Commonwealth expedition, reached the South Pole from McMurdo Sound on Friday of last week with one drum of petrol unused, only enough for twenty miles. "We were cutting it rather fine, due to the very soft snow," he told Scott Base by radio. On Monday Sir Edmund and three other members of his party flew out from the Pole in two Neptune aircraft and returned to Scott Base. Dr. Fuchs later rejected Sir Edmund's advice to abandon the second part of the 2,000-mile trek across the Pole. Sir John Slessor, chairman of the management of the expedition, sent a message to Dr. Fuchs supporting his decision.

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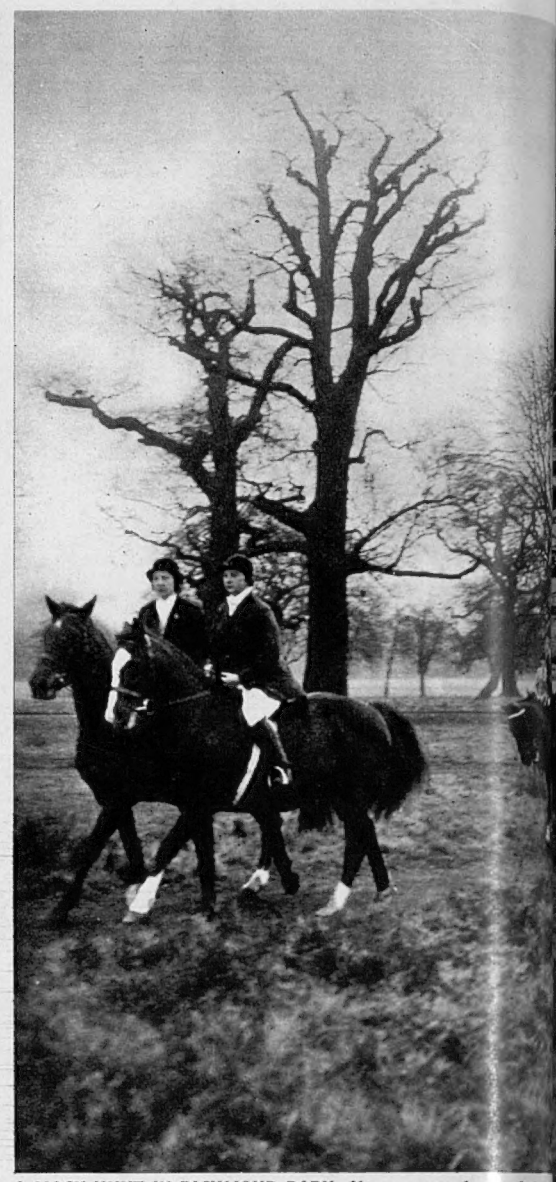
WINTER SNOW ADDS TO THE TRAFFIC PROBLEM : Private cars, lorries and buses are among the vehicles held up in wintry conditions near Leeds after a severe early New Year snowfall across Yorkshire and the North of England disrupted communications. In Leeds and Bradford over 6,000 telephones were put out of order.



A MOCK HUNT IN RICHMOND PARK: Young members of the [illegible] of the children have never had the chance to take [illegible] thirteen-year-old Christopher Wheble on horseback. [illegible]

A London Newslette

195-198, STRAND, W[illegible]

Bricks Without Straw.—We are already well into January; our New Year good resolutions are fading as the light begins to be seen to return, and soon enough the light will shine again in the Tower above Parliament. And then we may expect, I suppose, " the mixture as before." It would enable us to preserve a better sense of proportion and a righter judgment in all things if that " mixture as before " were better shaken up before being taken, and if the Press would persuade us that good news no less than bad can make a headline and a story. Two things struck me, as a journalist, very forcibly this Christmas holiday. I never recall in the weeks before, such a plethora of " bad " news, such a catalogue of sombre events at home and abroad, political and social, physical and material, and such a paucity of hopeful signs unless in 1899. And, perhaps on that account, so total a shut-down, during the holidays, of news of any sort on which to comment. The chief matters which were the subjects of legal investigation are still *sub judice*, and the daily newspapers were thin indeed and hard put to it to dress even their shop-window pages. That fact, no doubt, was a *good thing* for all but the journalists. A short truce is welcome in a bitter campaign, and I feel nothing but gratitude for the opportunity which I was given to listen to the thrushes and even pick primroses in the spring-like weather of South-East Devonshire. But the return to the grindstone is unusually hard. My wits need a lot of sharpening and bricks without straw are never easy to make or reliable when made. Oddly enough, and in parenthesis, cartridges were in as short supply as news, and this was good news to the January cock pheasants, the pigeons, jays and squirrels.

While Rome Burns.—Before Parliament reassembles, it may be that some more serious-minded Members from every party will have read and considered some of the trenchant criticisms which of late have been levelled at the House of Commons by some bishops, by Sir H. Shawcross, and several others worth listening to, summarised in a very effective leader in *The Times* of December 23 and in more recent letters. These Members may ask themselves why it is that the public heaves a sigh of relief when Parliament goes into recess and whether Sir Hartley " had something " when he said that any industry run in the way we run our country would be bankrupt in a week, and that a committee of ten sensible men of good will could do in a couple of hours what may occupy Parliament a couple of days. The bishops put that latter point ahead of Sir Hartley, and the truth of it is as clear to many of us who play a part n local government with its overlapping, redundant, word-making and time-wasting committees which our half-baked democracy is supposed to demand. But the few self-conscious M.P.s who consider the charges can examine those only which deal with the House of Commons. Is it true that it is to-day a body with far too many little men, and too few big men to lift national affairs above the level of a school debating society? The cheap jibes, the incessant accusations and ripostes, the mocking " Ministerial cheers " and inane cries of " Resign," the desperate fighting over trivialities, masking a bankruptcy of ideas on important issues. The fussiness about Parliamentary privilege which is nothing but an awareness of public contempt for Parliament . . . are these impressions supplied by faulty reporters or is there colour for them? That such sham fighting and shadow-boxing is still customary in the present state of the world on matters of foreign policy is a truth that hits even schoolboys, and the shame and folly of it is not confined to Britain. We see an example more glaring in France, and not much less deplorable in America. There is no inconsistency in saying in the same breath that in life or death issues peoples should have a chance to decide for themselves. Pawns in the party game cannot represent the majority view of 50,000,000 men and women. Are we to accept it that the great nations of the West are incapable of meeting the challenge of our times and that they cannot recognise new situations and the need they create for new ideas and reforms?

The Day of the Pygmies.—Moder[illegible] is a " new thing." Its objects and its implicatio[illegible] new. We in the West meet its challenge still by tr[illegible] " in the print of olden wars." Democracy is still [illegible] thing. We try to accommodate it by building [illegible] foundations of what was designed for (and perhaps [illegible] the age of aristocratic government and of pr[illegible] We cannot bring ourselves, at any rate we have n[illegible] power, to insist that a complete rebuilding of the [illegible] of government, central and local, is necessary in [illegible] totally new situations. It is a fact to startle us th[illegible] have squandered lives and treasure uncountable [illegible] past decades to combat dictatorships, only to di[illegible] through the lethargy and obstinacy of Ministers [illegible] bureaucrats, the enormous advantages that some [illegible] of " dictatorship " possess. I wonder what mirac[illegible] advance might be achieved if for one year " Coun[illegible] ten wise men of good will " were given a doctor's m[illegible] to restore the health of millions of impatient p[illegible] who have suffered so long under the triviality o[illegible] men in parliaments and in central and local governm[illegible] I know that I myself, and many to whom I have t[illegible] would, if we could have a say in the choice of di[illegible] for a year's experiment, gladly and hopefully resig[illegible] selves to " dictator " government. It would not [illegible] abandoning our determination to be free men. Fo[illegible] sort of freedom comes from muddle and procrasti[illegible] what freedom exists in a free-for-all, what freed[illegible]

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ch of the Pony Club move off at the start of a "fox-hunt." Most , so a mock hunt was organised for them. The "fox" was in at the kill were "blooded" from a tomato ketchup bottle.

THE SHADOW OF UNEMPLOYMENT: A group of employees at the Saunders-Roe works, Cowes, on the Isle of Wight, leaves the ferry on the way to work. The decision of the Federal German Government not to place orders for the SR 177 rocket-jet fighter, has meant that at least a thousand workers are faced with dismissal.

dering to the loudest voices and making concessions he nearest threats? Men and nations can only be when they know their own minds, and with patriotism impartiality, restraint, dignity and courage, face ditions as they are, and not as they would have them or as they once were. The day of little men has lasted long and the battle, still as of old, is to the strong. o will show us any good?

The Maltese Cat.—Mr. Mintoff, Premier Malta, is fond of gestures, and sometimes makes it cult for all concerned with his actions to see where cat jumps. A few weeks ago he resigned as Premier r a quarrel with the Admiralty Section of Malta's V.U. He withdrew his resignation after assurances of tinued confidence. Soon after he brought in a motion ore the Assembly to abrogate agreements and obliga- s undertaken with the British Government on the und that our Government does not wish to honour undertakings on unemployment made in July 1955. ore the motion was carried, Mr. Lennox-Boyd tele- phed his astonishment at this doubtful motion, and eated the guarantee given Mr. Mintoff quite recently o the remedial action on unemployment within our vernment's competence. Nevertheless, Mr. Mintoff rned to the Assembly to pilot his motion through. xiety as to the future of the dockyard workers is very and it is the Premier's duty to voice it. But this y gesture looks more like a bluff than a calculated cy and, like other bluffs, it is liable to be called. h hasty gestures have in recent years become common he name of sovereignty, independence and what-not, often enough have been received with acclamation. soon enough, also, second and sombre reflections p the enthusiasm. If it is a quarrel between two small nds (as islands go), Malta is a very small island to n alone in a stormy sea, and recent history can show ny larger which have made such a gesture and soon e to regret its implications in terms of £ s. d. "You ked, wicked peers . . . don't *go*!" Let us hope the ltese cat will jump again.

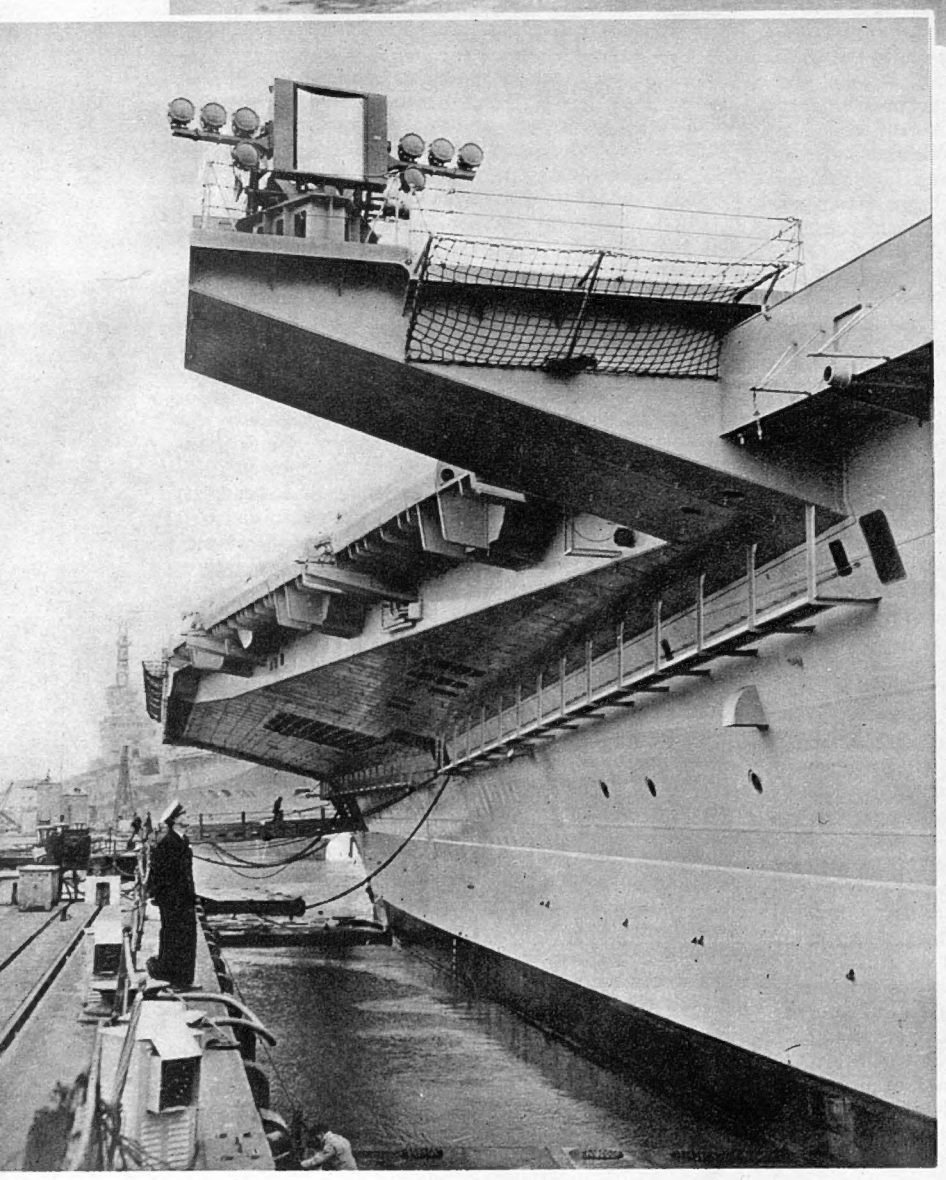
Stirred-Up Mud.—Soon enough, too, we shall the harvests from two long-drawn-out inquiries ch depressed and excited the public in black December 7, and kept law officers and Q.C.s in mass, magistrates investigators, immensely busy. The Bank Rate leak- investigation and the Brighton police cases are the which have caused the greatest interest, cost a deal money and brought to the witness-box what was surely cord number of witnesses. The British judicial system is the very last institution in which economies are desirable. Justice must be done and be seen to be done, and time and money are not to be considered to that end. Rightly it rejects the heresy that there is no smoke without fire. Every suspect is an innocent man until he is proved to the hilt guilty. But in the very elaboration and precautions to achieve impartial justice, long-drawn-out trials and investigations must stir up a great deal of mud, and whether the events under scrutiny occur in a thieves' kitchen or in high places, the public is reminded that human frailty is neither exclusive nor localised and that in the parlour as in the basement things are said and things are done that can surprise us and even cause us anxiety no less than shock. Outside the law, there are constant inquiries and investigations afoot, and their findings, often tucked away in a corner, very often deserve the headlines reserved for more sensational probes. The increase in juvenile drunkenness is one of them. The fashion in heavy drinking among the eighteen-to-twenty-one-year-olds is positively staggering. It emanates from half a dozen great industrial centres, including London, and is fanning out and being imitated by school-leaving teen-agers. If you need added proof of this poisonous fashion, you need only read a modern novel which is largely a record of drinking between episodes of the plot. The puzzle remains: how the devil can teen-agers afford to be in on the fashion? Even a "couple of double Scotches" takes a good whack out of a day's pay. There is comfort in the knowledge that for many young people it is a poisonous fashion and not a vice. Many a young boy or girl will drink up anything offered them and then go without till the next free occasion offers.

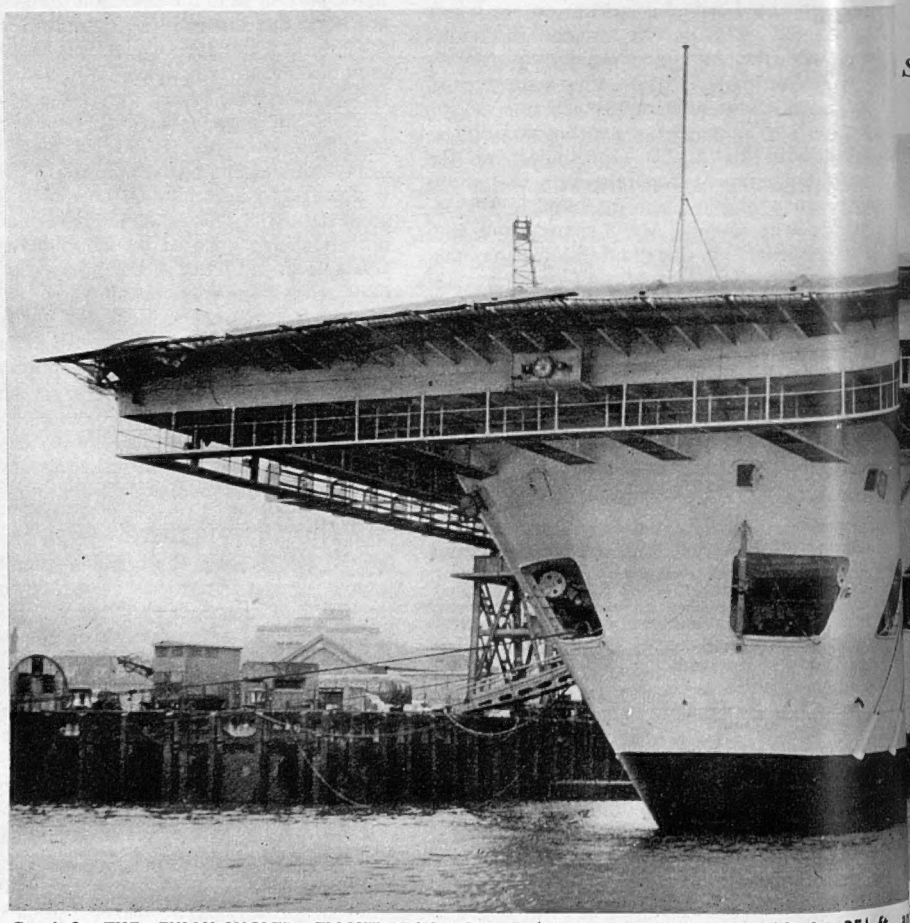
What is Truth?—With the recent death of Mr. Ronald Staples, the principal shareholder, that once-famous review, *Truth*, has closed down, after a contentious life of exactly eighty years. Founded by Henry Labouchere, it was constantly in the news and often in the Courts. It was a bonny fighter and sometimes took, and often gave, very hard knocks. It trounced fraudulent or shady transactions with a vigour which was rare before the wars but is quite fashionable again to-day. In that campaign it sometimes attacked public men who found an answer in court and then *Truth* paid up and looked as pleasant as might be. But often enough its exposures cost no more than the fees of counsel (if costs were not awarded) and redounded to the paper's credit and circulation. *Truth* for many years was a gold-mine for the lawyers. Unlike *John Bull*, it had not an able "amateur" on its staff to test the legal knowledge of Bench and Bar in court. The news of *Truth's* sinking down to the bottom of the well was of the suddenest. The last editor was taken by surprise. But a journal of *Truth's* design, if it is to maintain its traditions, needs a big reserve of capital for emergencies. I am sorry to see it go. There is still plenty of scope for calculated and cool exposure of shady business, and many of *Truth's* Aunt Sallies still grin on their posts waiting for a coconut.

Honours and Awards.—There exist to-day about forty-five honours and awards which the Sovereign can bestow, and (especially among Service chiefs and high Civil Servants) it is remarkable how many of them a single individual of moderate ability may combine on his chest. For many another "if he keep his eye on the ball, the runs come." In the higher grades of these services many of those honours have in modern times become automatic. A grading-up in office implies a corresponding grading-up in honour. The K.C.B. or K.C.M.G. is automatically by promotion assured of a G.C.B. or G.C.M.G. A knighthood of some kind is a certainty for those who reach a certain rank in the military or civil service. The Civil Service to-day receives by far the largest ration of honours. Small wonder: it is indispensable to those through whose hands recommendations pass. The problem of recommendations is a headache to most Prime Ministers. Some have cynically debased honours in the past and there are still occasional instances when knighthood has been debased by its recommendation for unworthy subjects from motives rather too personal. Since the end of the Victorian era, praiseworthy efforts have been made to purify and to enlarge the candidature for honours in tune with democracy, and some may think that the method of enlargement was ill-advised; that it would have been better to throw open the existing old orders to a wider class, keeping the criterion of fitness as strict as formerly, rather than to create a new order—the British Empire—with numerous grades to suit all sorts and conditions. Albeit, many a M.B.E. is tardily awarded for lifelong service more important to humanity than that which wins a G.C.B. or G.C.M.G. on the automatic ration scale. A recent effort to make these rather dreary and widespread half-yearly Honours Lists more colourful and imaginative perhaps resulted in still further cheapening and confusing the honour of knighthood, when it began to be bestowed on leading cricketers and jockeys, whose achievements hardly compare in importance with, say, those of probation officers and doctors and many other professional men. That tendency has perhaps been checked. This latest Honours List, too, is unusually modest in hereditary titles. There are only five, and one will end with the recipient.

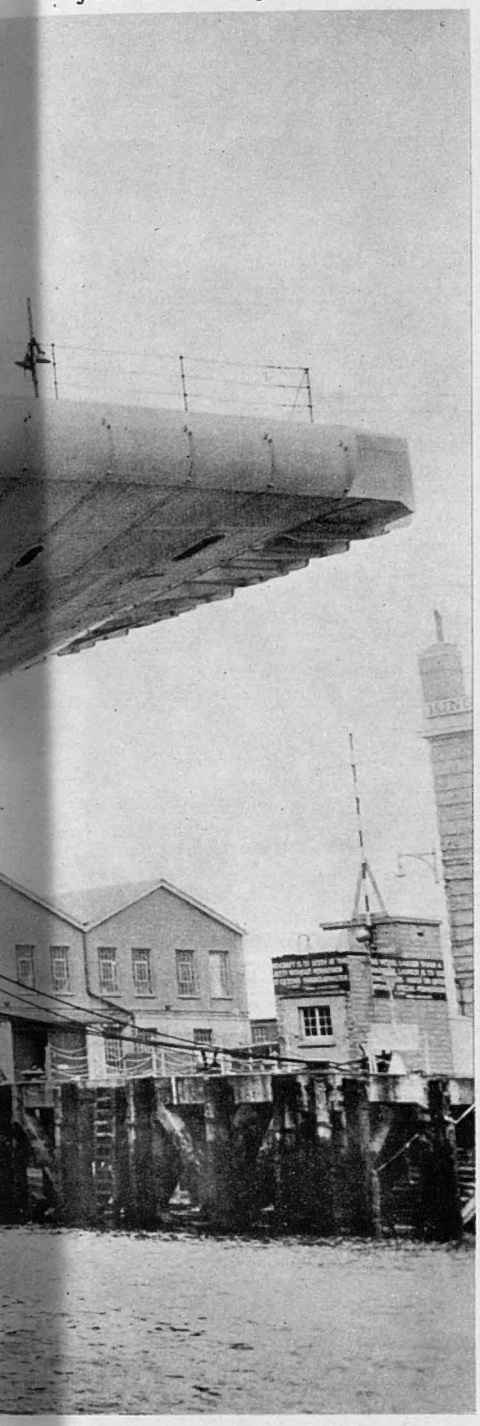
THE OLD STAGER

THE BOWS OF THE MOST MODERN AIRCRAFT-CARRIER IN THE WORLD : H.M.S. *Victorious* i recommissioned after being rebuilt during the past seven years. She is the sixth mod craft-carrier to join the Fleet since the war, and is the first to be fitted with all the British-de aids to naval flying (the fully-angled flight-deck, steam catapults and mirror landing Her many other modern devices include the best ship-borne air defence radar in the



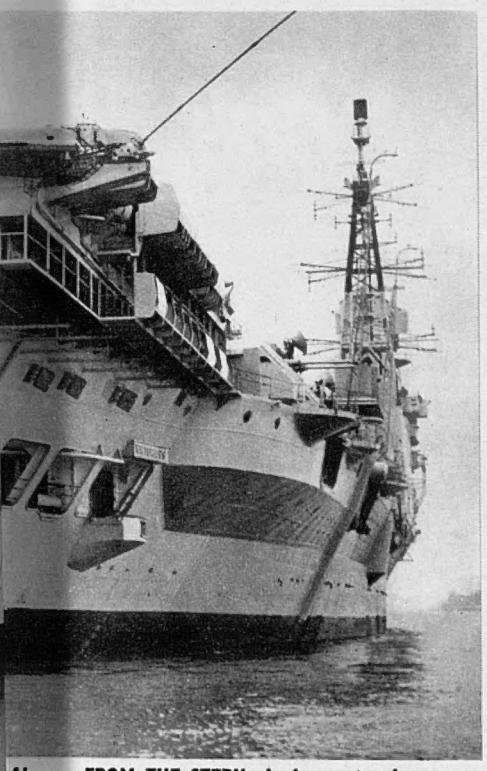


On left—THE FULLY-ANGLED FLIGHT-DECK : It overhangs the ship's port side by 35½ ft., a extension is supported by an enormous sponson bracketed into the ship's structure. N the camera is one of the two deck-landing mirror sights. It is also mounted well out

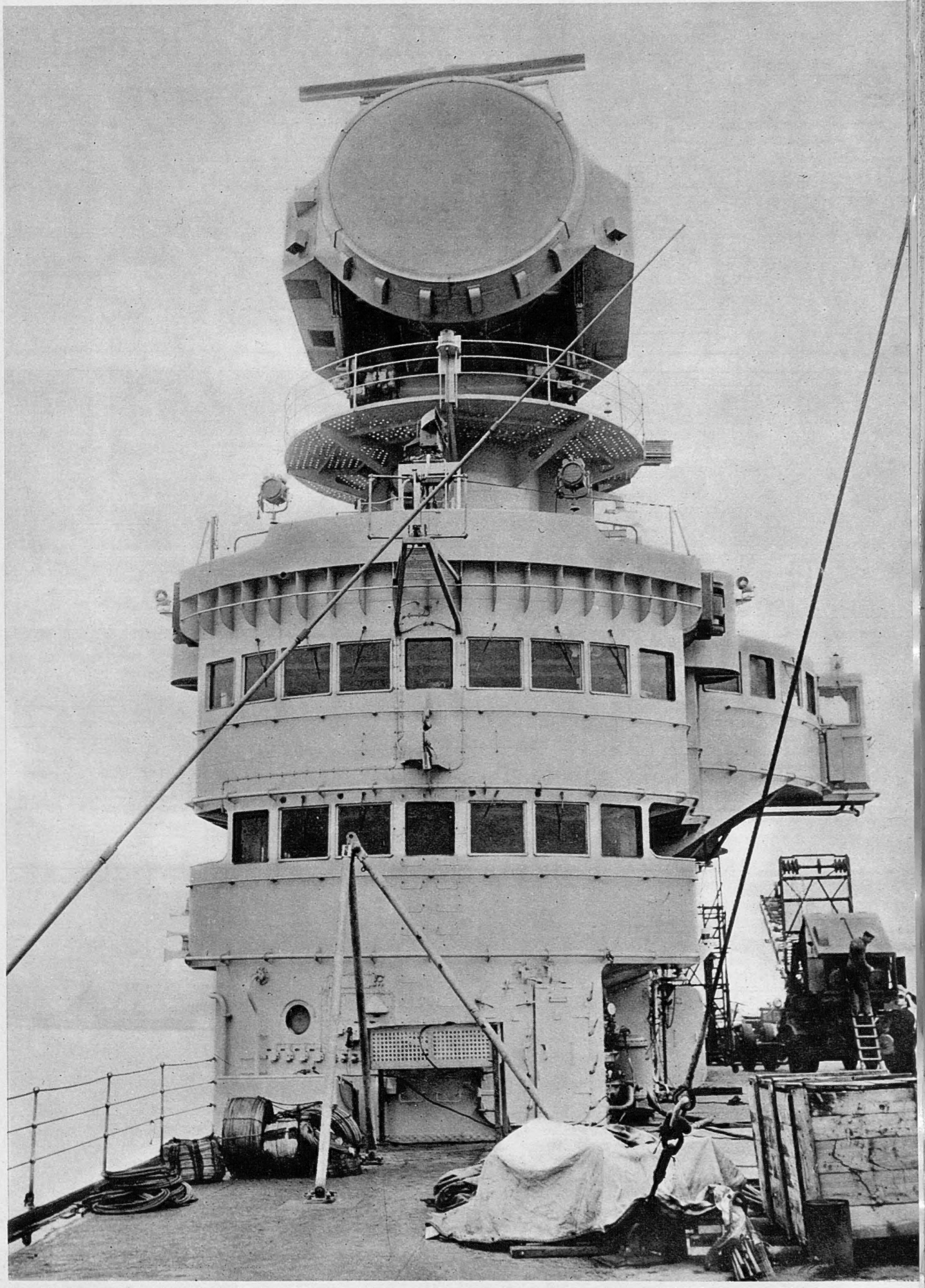


"VICTORIOUS" IS REBUILT

She Returns to the Fleet as the World's Most Up-to-Date Aircraft-Carrier



Above—FROM THE STERN: In her extensive reconstruction the ship's depth from keel to the flight-deck level has been increased by 4 ft.



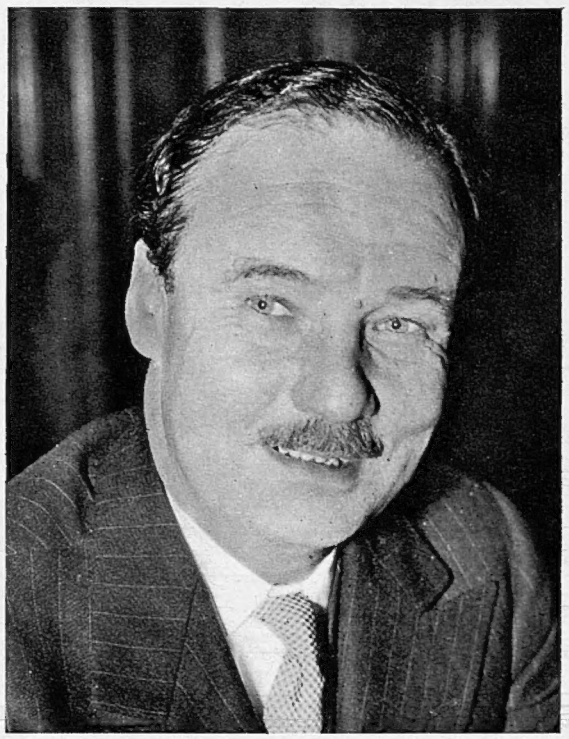
NERVE CENTRE OF THE REBUILT "VICTORIOUS": Dominating the island is the huge radar scanner which looks more like a massive searchlight. It is the first of its size to be mounted in a warship. Every effort has been made to keep the carrier's island as small as possible in order to give the maximum available space for aircraft using the flight-deck.

The 16½-year-old H.M.S. *Victorious*, which has been out of commission since 1950, is to rejoin the Fleet next week as the world's most modern aircraft-carrier. She is also the first in the Royal Navy to be fitted with the fully-angled flight-deck, steam catapult and mirror deck-landing aids. The extensive rebuilding and modernisation work has been the largest task of its kind ever undertaken in a Royal dockyard or commercial shipyard in this country. *Victorious* has been completely rebuilt above the hangar deck and is now capable of landing the latest and heaviest Fleet Air Arm aircraft. In the course of the rebuilding operations 15,000 tons of plating and fittings were removed and later replaced by 19,000 tons of similar items.

Visually, two of the ship's most outstanding transformations are the flight-deck and the island—the nerve centre on the starboard side. The flight-deck is 775 ft. long; it has been raised 4 ft. and, to achieve its fully-angled deck, has been extended outwards on the port side to overhang the ship by 35½ ft. It is stated that the overhang represents a compromise between the claims for the most efficient flight-deck layout and the need to obviate the risk of damage in a seaway. Dominating the island, which has been kept as small as possible, is the immense radar aerial. The radar installation on board the *Victorious* is said to be able to "combine early warning and high discrimination of an aircraft's position in plan and height simultaneously."

Inside the carrier, where there are also many changes, the main hangar is divided into two sections by a fire curtain of asbestos cloth. Above the hangar and immediately below the flight-deck is the Upper Gallery Deck, which is unique in a British carrier. It is continuous for the length and full width of the ship, and is, in effect, a development of the deep beam system of the flight-deck, the beams being deep enough to provide accommodation and office spaces. There will be 2,000 or more members of the ship's company. The officers are accommodated in single cabins, and every rating has a bunk. Although *Victorious* was laid down at the Newcastle upon Tyne yard of Vickers-Armstrongs Ltd. before the war, she was not completed until 1941. Originally she displaced 22,600 tons; she is now 30,000 tons.

THE NEWS IN PICTURES



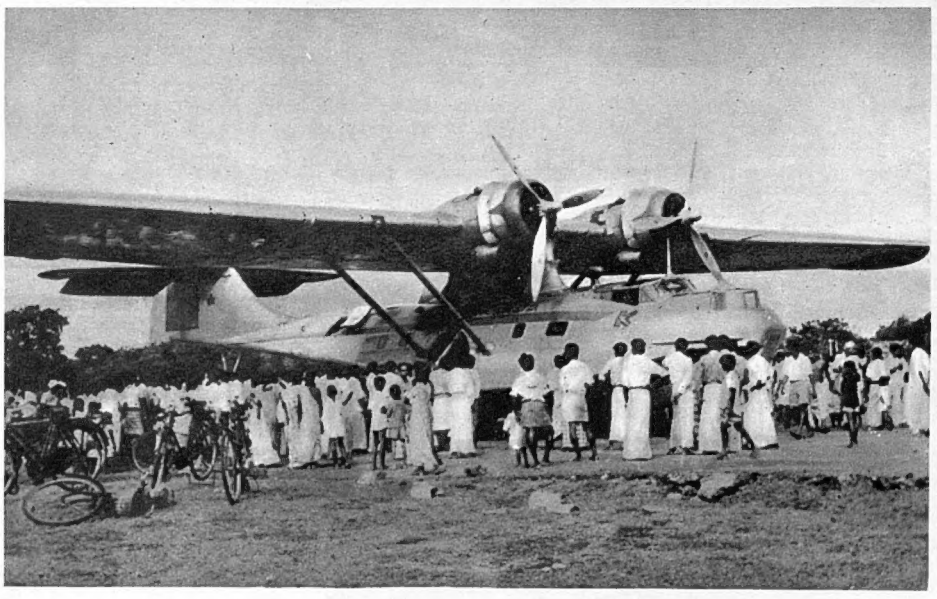
CHANGES IN THE CABINET : Left to right are Mr. Derick Heathcoat Amory, formerly the Minister of Agriculture and now Chancellor of the Exchequer ; Mr. John Hare, formerly Secretary of State for War and now Minister of Agriculture, Fisheries and Food ; and Mr. Christopher Soames, formerly Financial and Parliamentary Secretary, Admiralty, who is now Secretary of State for War. Mr. J. E. S. Simon, Q.C., becomes Financial Secretary to the Treasury. The changes are due to the resignations of Mr. Peter Thorneycroft from the Chancellorship, Mr. Enoch Powell and Mr. Nigel Birch, after a disagreement in the Cabinet over the Estimates for the coming year.

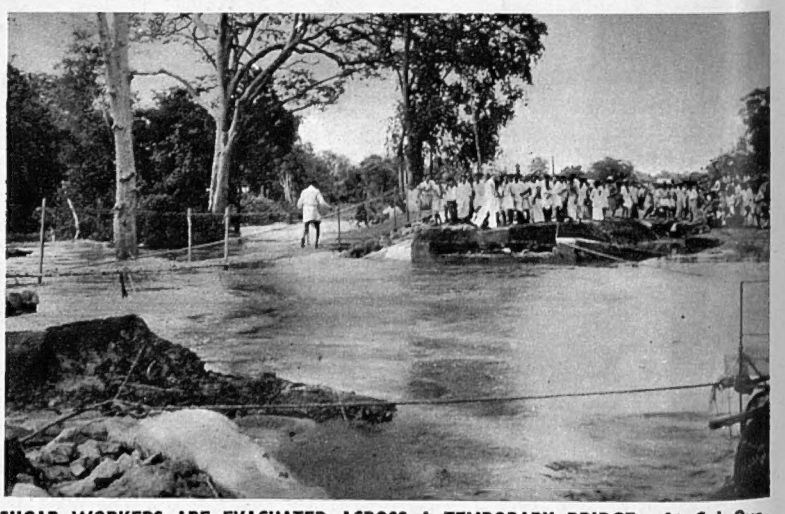
On right—

FLOOD DEVASTATION IN CEYLON : This aerial picture shows the town of Batticoloa, in the eastern coastal area of Ceylon, which has been almost completely inundated by the recent disastrous floods. At least 250 people are known to have perished and 325,000 have been made homeless by the flood-waters which engulfed nearly half of the island. Aftermath dangers have included outbreaks of typhoid and dysentery in some places. The Medical Department of Ceylon has sent out doctors, nurses and sanitary inspectors, and an extensive campaign of anti-typhoid inoculation has begun. Three R.A.F. helicopters were brought from Malaya on board the aircraft-carrier U.S.S. *Princeton*, and used to take medical teams and supplies to the worst affected areas, and to rescue injured and stranded persons. The British Government and the British Red Cross Society have provided medical supplies which include drugs, towels and bandages. These have been sent to Ceylon in an R.A.F. aircraft.

Below—

AID FROM CANADA : A Canadian flying boat which has flown food and clothes into one of the flood-stricken areas of Ceylon is surrounded by hundreds of eager people. Britain and the United States have also sent naval vessels to the island with food. Supplies have been dropped by the R.A.F.





SUGAR WORKERS ARE EVACUATED ACROSS A TEMPORARY BRIDGE : At Cal Oya, in the eastern part of Ceylon, 400 workers on a sugar farm were marooned by the high floodwater for several days. In this picture they are seen moving to safety across a special bridge which had been put up to span the flood.

THE NEWS IN PICTURES

A REVOLT WHICH FAILED IN VENEZUELA : *Left*—Tanks equipped with anti-aircraft guns and other cannon stand on guard outside the Miraflores Palace, the residence of the President of Venezuela, in Caracas. They were ready for action following the attempted rebellion against the Government organised at Maracay Air Base, fifty miles away. *Above*—A crowd gathers round a crater caused by a bomb dropped by a rebel Air Force plane on the capital of Venezuela. The uprising was reported to have been speedily put down. Twenty-four hours after it had begun it was officially announced that the rebel garrison had surrendered.

THE GOVERNOR OF CYPRUS IN LONDON : Sir Hugh Foot (centre) is welcomed at London Airport by Mr. P. G. Constantinides (left), Commissioner for the Cyprus Government London Office. The Governor had arrived to report on his assessment of the situation in Cyprus to the Colonial Secretary.

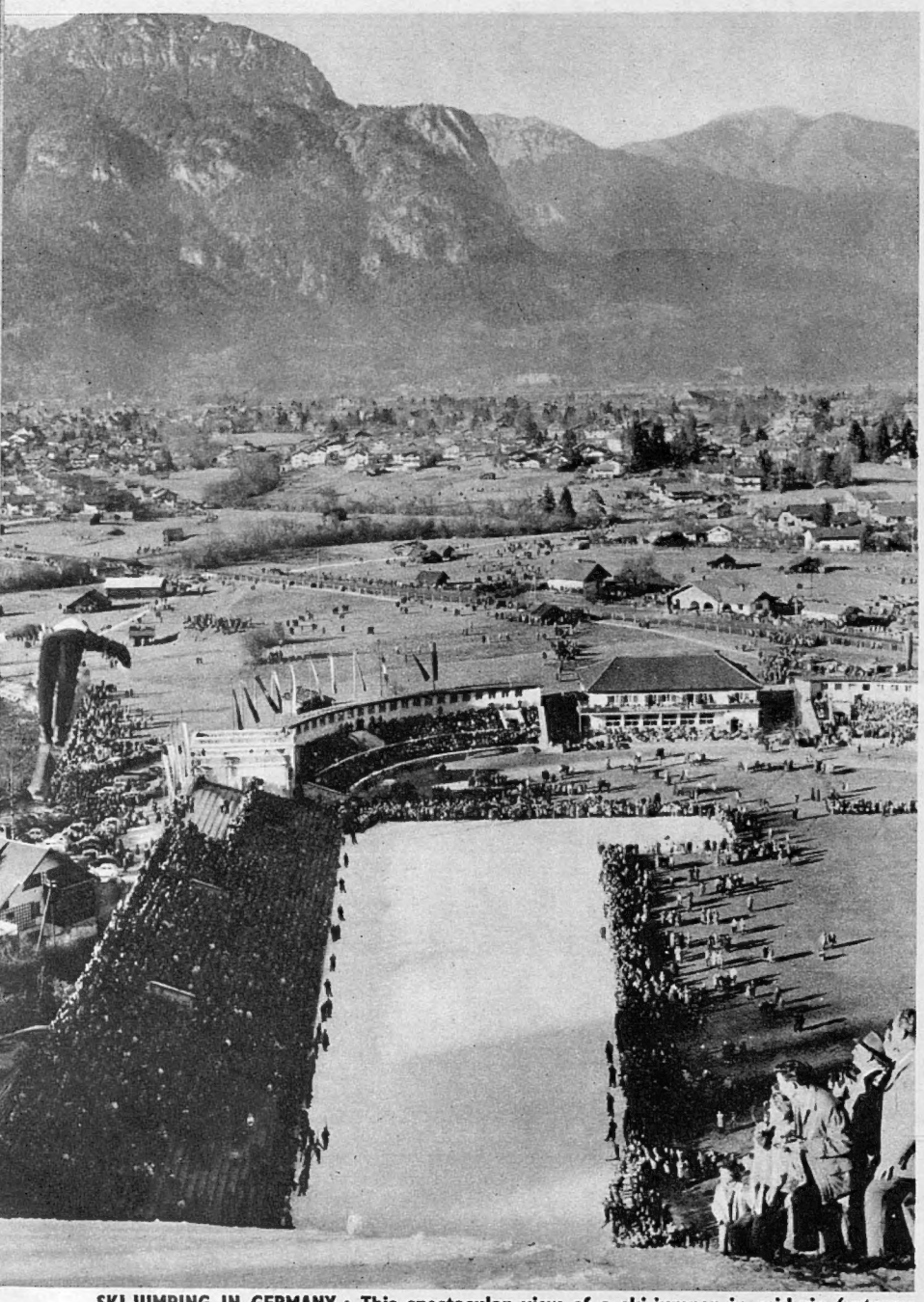
On left—

RUSSIAN ART IN SOUTHEND : Mr. Jacob Malik, the Soviet Ambassador in Britain, performs the opening of the Soviet Graphic Art Exhibition at Southend-on-Sea, Essex. The show, at the Beecroft Art Gallery, includes water colours, lithographs, pencil and charcoal drawings by Soviet artists.

MARIA CALLAS RECEIVES A VISITOR: Luchino Visconti, the Italian film director, visits Maria Callas, the opera singer, at her hotel the day after she had walked out at the end of the first act of Bellini's *Norma* at the Rome Opera House.

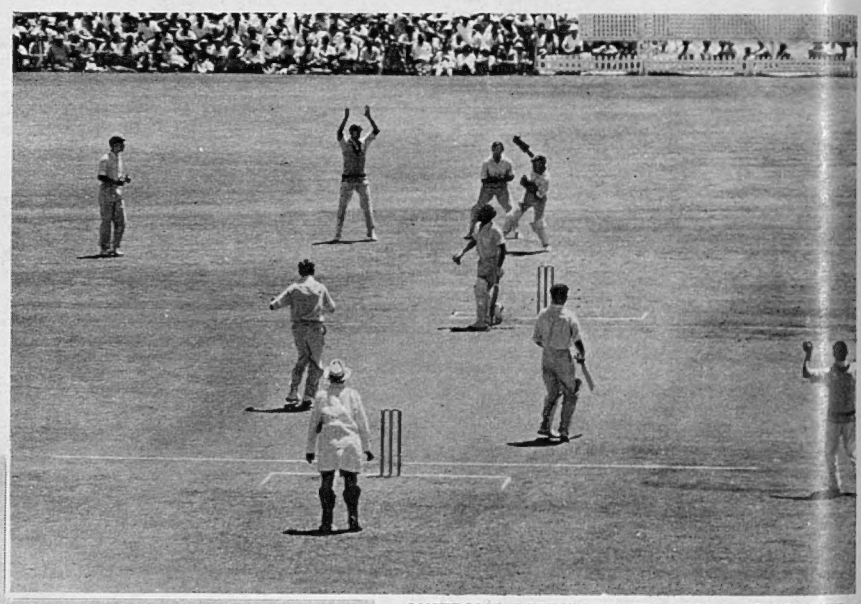
UPROAR AT THE OPERA : Impatient members of the audience at the Rome Opera House pace the aisles after Maria Callas had refused to continue her performance. She claimed that she had given up because of hoarseness. The Italian President, Signor Gronchi, was present.

THE NEWS IN PICTURES

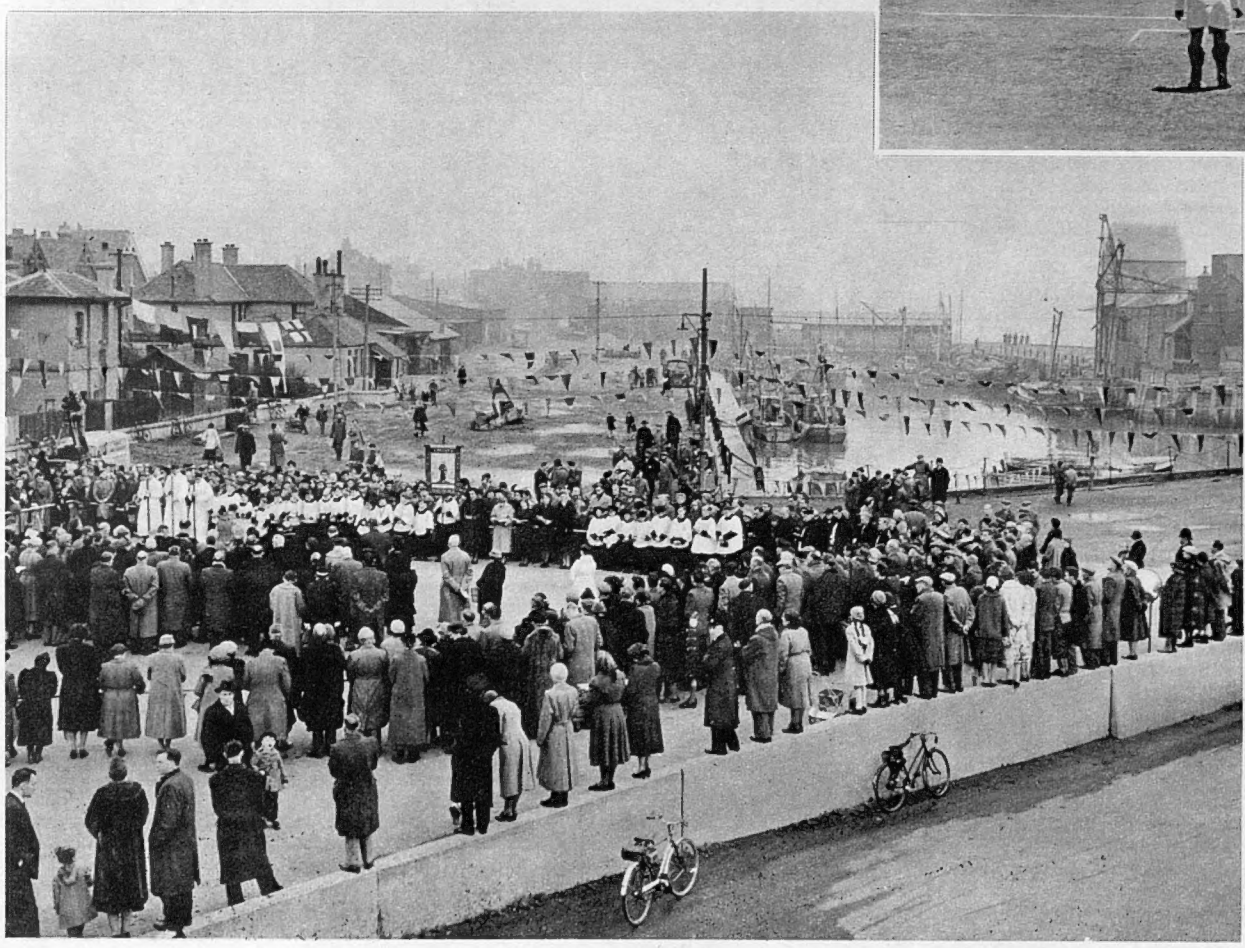


SKI-JUMPING IN GERMANY : This spectacular view of a ski-jumper in mid-air (extreme left) was taken from the starting-point of the ski-run at the Olympic Stadium at the German town of Garmisch, on the occasion of the International New Year's Ski-jumping Competition. So that the event could be staged, more than 120 truck-loads of snow were transported from the high Alpine regions into the stadium. Despite brilliant sunshine and spring temperatures, the ski-jump was not affected. The event was won by Herr W. Eggert, of Austria, who gained first place with a jump of 288-ft. He won in the face of strong opposition from top jumpers from ten nations, among them the Russian expert, Nikolai Shamov, who was placed second with a jump of 275 feet.

FLOODLIGHTING THE "CUTTY SARK" ON NEW YEAR'S EVE : The graceful outlines of the famous old clipper are picked out by floodlights as she lies in permanent dry-dock at Greenwich. She was illuminated for three hours. Over 250,000 people have visited the *Cutty Sark* since she was opened to the public at the end of June.



AUSTRALIA DEFEATS SOUTH AFRICA AT CRICKET : Waite, the South African wicket-keeper, appeals unsuccessfully for a catch as the Australian batsman McDonald is beaten by a ball from Adcock during Australia's innings in the second Test Match at Cape Town. Australia won by the comfortable margin of an innings and 141 runs, Kline achieving the hat-trick when he dismissed Fuller, Tayfield and Adcock in South Africa's second innings. The scores were: Australia 449, South Africa 209 and 99.



On left—

THE HARBOUR AT WHITSTABLE, IN KENT, WHICH HAS BEEN BOUGHT BY THE TOWN COUNCIL : A view of the scene last week-end when a ceremony was held on the quay-side to mark the transfer of the deeds. The Town Council has bought the harbour from the British Transport Commission for £12,500, the decision to buy having been made after a local poll early last year. Although only 29 per cent. of the electorate voted, there was a good majority in favour of the purchase. Reconstruction and rebuilding work are to be started in the spring. Whitstable harbour, which was the first in the world to have a railway connection, was opened in 1832. The ecclesiastical banner in the left centre of the picture is from the nearby St. Peter's Church.

THE NEWS IN PICTURES

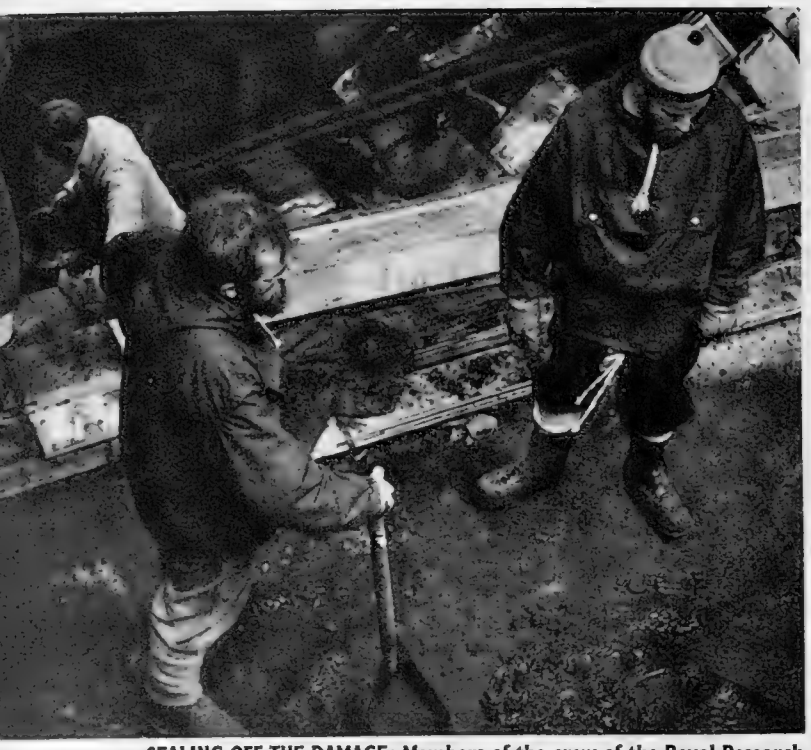
A NEW CRICKET PAVILION FOR TANGANYIKA: Mr. F. R. Brown (second from right), who is at present captaining the M.C.C. cricket team touring East Africa, makes a speech before lowering the foundation-stone of the new Twigas pavilion at Dar-es-Salaam into position. This is the first occasion on which an M.C.C. XI has visited East Africa.

TREASURES OF THE NATIONAL TRUST ON SHOW: At Christie's, in London, an exhibition is taking place of furniture, sculpture, miniatures and other objets d'art from twenty-three great country houses which are maintained by the National Trust. There are nearly 300 items in the catalogue, and the purpose of the exhibition is to bring the work of the Trust to the notice of a wider section of the public, and to increase membership. Over 900,000 people a year visit the historic houses of the Trust, and of these, about 61,000 are members and can enter free of charge. The exhibition at Christie's auction rooms, King Street, St. James's, will remain open until January 26. A fully-illustrated article on the exhibition appeared in THE SPHERE of December 28, 1957.

On left—

CHOOSING A CAREER: Listening attentively to Group-Captain Douglas Bader, the famous fighter-pilot of the last war, are boys of school-leaving age in mid-Kent. Five major oil companies organised an exhibition and lectures on careers in the petroleum industry at the Medway College of Technology, Chatham. Group-Captain Bader's subject was "Flying Aircraft for an Oil Company." He is the manager of the Shell Group Aircraft Operations and travels many thousands of miles around the world during the course of his work. Near him is an opened-up Rolls-Royce jet engine which was used in a later lecture by Mr. H. Denley, of the Esso Company. About 400 boys attended the lectures.

MALTA'S DOCKYARD DISPUTE: At Valetta the Maltese Prime Minister, Mr. Dom Mintoff, addresses a mass meeting of dockyard workers organised by the General Workers' Union. Maltese dockers fear that the dockyard will fall into complete disuse resulting in mass unemployment on the island. Already 140 men are being discharged by the end of next month. In his speech Mr. Mintoff said that if Britain did not accept her obligations to provide against unemployment on the island, then the Maltese people would "dissolve themselves from all obligations." Later the Maltese Parliament carried a proposal that all ties with Britain be severed until the dispute had been settled. The Colonial Secretary, Mr. Lennox-Boyd, sent an urgent telegram to Mr. Mintoff in which he said that the break "cannot further the cause of our two countries." *On left*—Dock workers outside the dockyard after listening to Mr. Mintoff.



SEALING OFF THE DAMAGE: Members of the crew of the Royal Research ship *Shackleton* mix cement to fill boxes which were used to seal the gaps torn in her hull by an iceberg in the South Atlantic.

STANDING BY A LIFEBOAT: The husky dog eyes the bottle carried by one of the *Shackleton's* company. The ship eventually made port, where she was fully repaired and restored to service.

EQUIPMENT TO ASSIST IN KEEPING THE ROYAL RESEARCH SHIP AFLOAT: A pump sent from H.M.S. Prot is hauled aboard *Shackleton*. The ship, with a crew of thirty and a party of twenty-eight scie was making a relief trip to Falkland Islands and Dependencies Survey bases, when she ran into th

COVERING THE DAMAGED PLATES: Preparations are made to let down a mat over the side of the ship and prevent the water entering the hold through the holes caused by the iceberg. Sacking was also used, and both these means afforded some protection to those working below to fill the gaps in her hull with boxes of cement.

At the New Year the Royal Research ship *Shackleto* continuing on her annual relief voyage with per and stores to the survey stations in the Falkland I and Dependencies. In the dry-dock at Stromness, in Georgia, she had been speedily repaired from the d caused to her hull when she struck an iceberg in the Atlantic, near the Antarctic Circle. Disaster was avoided by the initiative of the crew and scientists a her, together numbering fifty-eight men.

Shackleton (1,102 tons) left Southampton on Oct for her third annual voyage to the far south. To the end of November she spent some days in the pac but was sailing in what were believed to be compara clear waters when she hit an iceberg. It was that the hull was holed in two places and the ship q began to list. The damage was serious and there grave danger of her sinking.

This was avoided by the skill of the Master—C N. R. Brown, of Wembley Park, Middlesex—an emergency measures taken by his crew, who were willing assistance by the scientist passengers. Carg cluding 25 tons of sand and shingle for building, 15 t coal and a quantity of paraffin, was jettisoned fro flooded hold and boxes filled with cement were l down to seal the gaps torn by the ice. Tarpaulins collision mat were let down over the side in efforts t the flow of water into the ship. For nine critical the work went on in an icy wind and sea.

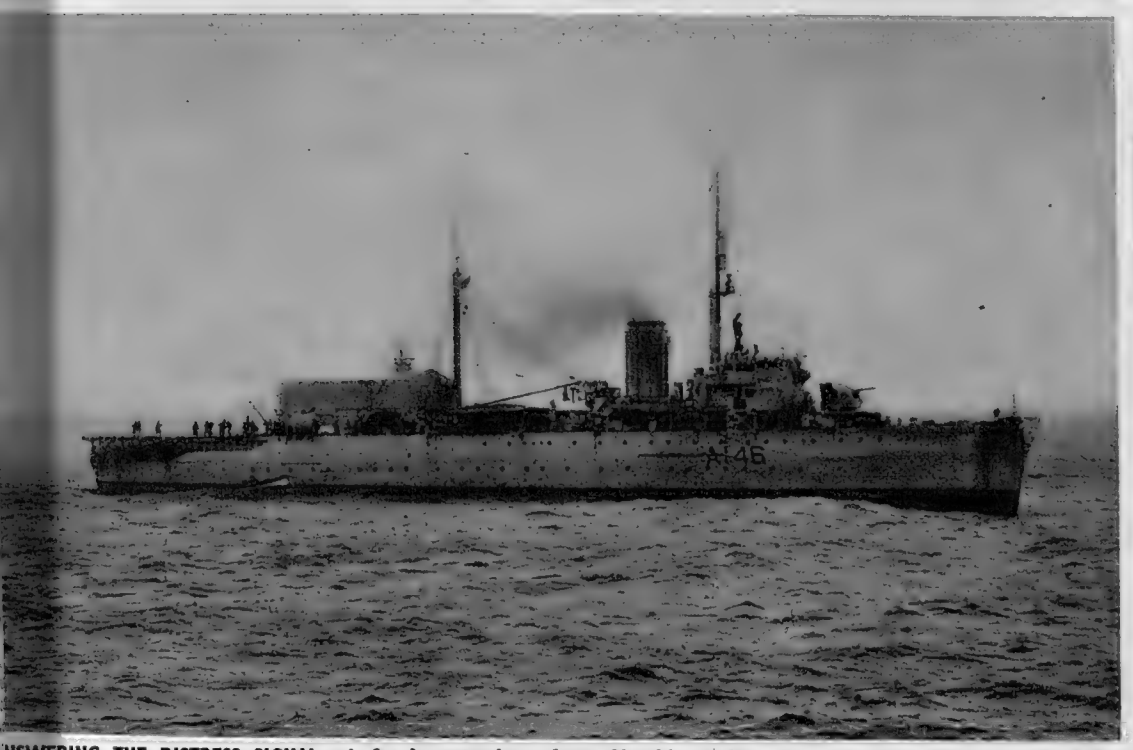
Meanwhile a number of vessels had received *Shack* distress signal and were making their way from consi distances to go to her help. Their voyages inevitabl some hours. The first to arrive by the damaged sh the 728-ton whale-catcher *Southern Lily*. Then H.M.S. *Protector*, the converted netlayer which is sta for patrol duties in the Falkland Islands and Depend She sent over a pump to assist in combating the flo *Shackleton*. Argentine and Chilean ships were also re to be heading towards the scene.

H.M.S. *Protector* took on board the scientis *Shackleton*, on even keel again, was able to proceed her own power to South Georgia, with *Protector* panying her as escort. Aboard the latter was the G of the Falkland Islands, Mr. E. P. Arrowsmith, w making a tour of the Dependencies. In London las the Colonial Office stated that the Royal Researc was back on her relief duties.

HOLED BY AN ICEBERG

"Shackleton's" Narrow Escape from Disaster in Antarctic Waters

ON EVEN KEEL AGAIN: With temporary repairs complete, the *Shackleton* shelters close to the pack-ice for protection against the full force of the seas. The pictures on these pages were received in London last week of the mishap to the ship in the South Atlantic over a month ago.



ANSWERING THE DISTRESS SIGNAL: *Left*—A motor-boat from *Shackleton* is secured towards the stern of H.M.S. *Protector*. It had transferred scientists from the Research ship to the Royal Naval converted netlayer, which is engaged on patrol duties in the Falkland Islands waters. *Right—Southern Lily*, a whale-catcher of the Salvesen's Company's fleet, is seen as she approaches *Shackleton* in answer to the distress signal. Men in *Shackleton* worked for nine hours before the gaps in her hull were sealed.

THE LARGEST EXHIBITION HALL IN PARIS UNDER CONSTRUCTION : Due to open this year is this new building, designed to house all kinds of exhibitions from cattle to motor shows. The main problem at first will be transport, since it is located beyond the reach of the present Metro system. A new line is being discussed.

NEW SHAPES IN PARIS

Giant Buildings Rise in the Suburbs of the French Capital

Soon R.A.T.P., the Parisian equivalent of the London Transport Executive, will be faced with the problem of getting people to and from the new exhibition hall rising in the western suburbs of the city. The building, which is big enough to roof over the Place de la Concorde, will be the biggest in Paris, and will be used for all kinds of exhibitions in a similar way to Earls Court. There is a project to extend the Metro as far as the Rond Point de la Défense, but this could not possibly be finished until 1961 and the building is due to open this year. Meanwhile, at the Porte Dauphine the new NATO building is rapidly going up. It will replace the present temporary and rather shabby-looking headquarters at the Palais de Chaillot, on the Seine.

A NEW SKYLINE IN THE WESTERN SUBURBS: The exhibition hall's roof is supported at only three main points. In area the hall will occupy the equivalent space of the Place de la Concorde.

On left—

NEW HEADQUARTERS FOR THE NORTH ATLANTIC TREATY ORGANISATION: At the Porte Dauphine in the Bois de Boulogne, the steel skeleton is in place for the new permanent home for NATO. The present headquarters at the Palais de Chaillot, in the Trocadero section of Paris, is a temporary structure built between a theatre on one side and a museum on the other. For the recent Summit Conference in Paris the building had to be considerably reinforced to accommodate the vast assembly gathering there. When the move to the Porte Dauphine takes place, Parisians will regain one of their most favoured points for seeing the bend of the Seine and the Eiffel Tower.

INTENDED TO BE THE MOST EXPENSIVE OF ITS KIND: The clubhouse of the newly-formed Eagle Ski Club at Gstaad, in the Bernese Oberland, Switzerland, has recently been built at a cost of about £40,000. Constructed almost throughout from heavy stone, the building has the severe appearance of a military blockhouse. The purpose of the club is to attract the most exclusive social gathering at the famous winter sports resort, rather than to provide facilities for the serious devotee of the sport of ski-ing. It is not intended to challenge the supremacy in the field of serious ski-ing of the exclusive Corviglia Ski Club at St. Moritz, which has a high sporting reputation. *On left*—This picture of the restaurant of the new clubhouse shows wooden beams relieving the rugged stone walls, but like the custom of the colleges at Oxford and Cambridge, the tables are not provided with cloths. An accordionist is on hand to provide diners with suitable music while they eat.

A £40,000 CLUBHOUSE IN THE SWISS ALPS

The Earl of Warwick is the President of the New Eagle Ski Club at Gstaad

THE OPENING OF THE CLUB : The Earl of Warwick (centre), who has been elected President, chats with Mr. Jaime Ortiz-Patino (right) and Mr. H. Scherz, director of the Palace Hotel, Gstaad. *On right*—Lord Warwick performs the opening ceremony.

THE R.A.F. CHURCH NEARS COMPLETION

St. Clement Danes Church, in London's Strand, is Expected to be Ready in the Summer

THE CENTRAL CHURCH OF THE ROYAL AIR FORCE : *Left*—The camera looks down on St. Clement Danes, which is being restored after extensive war damage, in London's Strand, is expected to be opened for worship later in the summer and to be rehallowed in the presence of the Queen towards the end of the year. On the left of the picture is one of the Law Courts ; stretching away in the distance in the right background is the spire of the newly-restored St. Bride's Church, beyond which is the dome of St. Paul's Cathedral. In the foreground is the Gladstone statue. *Right*—A craftsman is putting the finishing touches to the Royal Coat of Arms inside the church.

Within a few months from now the restorers will be finishing their long task at St. Clement Danes Church, in the Strand. Already, much of the ornate plasterwork is complete, and gold leaf gleams on the ceiling and bosses. Work is also well advanced on the stained-glass windows. It is hoped that the church will be ready for worship in the summer and that it will be rehallowed in the presence of the Queen towards the end of the year. St. Clement Danes is being rebuilt to serve an entirely new congregation—for in its new function it is to become the Central Church of the Royal Air Force. It will be a shrine commemorating all those who gave their lives during the two World Wars, and in the period between, while serving with the R.A.F., the Royal Flying Corps, the Women's Air Services and the Royal Naval Air Service. Members of the Commonwealth and Allied Air Forces who died while serving under R.A.F. Command will also be remembered, as well as airmen of the United States. The names of the men and women commemorated will be inscribed in ten Books of Remembrance displayed in the nave aisles.

Inside the church the new organ is the gift of the United States Air Force, and a tablet of Georgia marble is to be erected by the English-Speaking Union of Atlanta, in Georgia, to commemorate the men of the R.A.F. who were trained in Georgia during the war. An appeal to help with the cost of rebuilding was made some time ago. Two years ago the cost was stated to be about £250,000, but part of this figure is being provided by the War Damage Commission.

Wren's great church, which suffered so very badly in 1941, was finished in 1684 except for the upper stage. But it was by no means the first church on the site. According to chronicles, the Danes were accorded a place of worship here in the reign of Alfred the Great, and the next church was erected about 1025. St. Clement Danes is one of two island churches in the Strand, the other being St. Mary-le-Strand, a little farther to the west. St. Clement's famous "Oranges and Lemons" bells have been recast, and they are now in position in the tower, the first part of the church to be restored.

HIGH UP INSIDE THE CHURCH AND IN THE TOWER : *Left*—Using 23¼-carat gold leaf, a gilder works on the ornate ceiling above the altar. *Right*—The famous "Oranges and Lemons" bells are seen in position. They have been recast from those which were damaged with much of the fabric of the Wren church in 1941. The dedication and naming of the bells took place early last year. In a ceremony outside the church the first was named "Boom" by Sir Dermot Boyle, Chief of the Air Staff, in honour of the late Lord Trenchard.

LOOKING TOWARDS THE EAST END : The Royal Coat of Arms is seen in its position over the entrance to the Sanctuary. The east window is being made by Carl Edwards at his studio at the Apothecaries' Hall in the City. Two smaller stained-glass windows are also being made for the sides of the apse.

ORNATE PLASTERWORK PREDOMINATES THROUGHOUT THE BUILDING : *On the left* is a close-up of the designs at the base of the ceiling, and *on the right* is the view looking along one of the galleries at the side of the church. The interior of the new St. Clement Danes will resemble Sir Christopher Wren's original design, the main difference in appearance between the two buildings being the central aisle, which will be much wider than before. There will be space inside the church for about 800 people.

A BUSY SHIPYARD

Three New Vessels from the Same Builders at Belfast

A NEW MOTOR-DRIVEN CARGO-VESSEL: The M.V. *Garrybank* enters the water for the first time in the shipyard in Belfast of Harland and Wolff. The single-screw, motor-driven ship of 6,460 tons is of the Shelter Deck type and includes in her design a curved raked stem rounded above the waterline, and cruiser stern. Her overall length is about 480 ft. *Garrybank* is being built for Andrew Weir and Co., Ltd., and is the fifth of a second group of six vessels ordered by these owners from Harland and Wolff. The last of the earlier group was completed in 1955. The first four in the second group are *Cloverbank*, *Crestbank*, *Carronbank* (all have been handed over to the owners) and *Dartbank* (which is nearing completion).

A POSTPONED LAUNCHING: Another ship leaves the stocks in Harland and Wolff's Belfast yard. She is the R.M.S. *Pendennis Castle*, a new liner for the Union Castle Line. She was scheduled to be launched early last month, but owing to a labour dispute this had to be postponed and only the naming ceremony was then performed. The *Pendennis Castle* is being constructed to take the place of the *Arundel Castle* on the weekly Mail run from Southampton to South African ports. With a tonnage of 29,000, she will be the largest of the ships on this service. There will be accommodation for 200 first-class and 480 tourist-class passengers. Special attention has been given to the general furnishing and decoration of the accommodation on board. Prominent artists, including Mr. Alistair Maynard, Mr. Sidney Smith and Mr. Lin Tissot, have been commissioned.

ANOTHER SHIP FROM THE SAME SHIPYARD IN BELFAST: The cargo-liner M.V. *Loch Loyal* is seen at the end of her sea trials, when she was ready to be handed over to her owners, the Royal Mail Lines. Like the other two ships pictured on this page, she is a product of the Belfast Yard of Harland and Wolff. The ship is intended for the North Pacific Coast service from the United Kingdom, via the West Indies and the Panama Canal. The M.V. *Loch Loyal* (11,000 tons) can carry a large amount of cargo and has refrigerated space for fruit and perishable foodstuffs. She accommodates twelve passengers berthed in eight single and two two-berth rooms, each with its own private bathroom. Amenities include a lounge with veranda at the after end of the Promenade Deck and a swimming-pool at the fore end of the Bridge Deck.

ON A MODERN COASTER HEADING FOR ROTTERDAM : The picture was taken on board the M.V. *Grebe* on her way into the great port of the Netherlands. The ship, which is a British coaster belonging to the General Steam Navigation Company of London, is an example of the modern construction in which all equipment is of the latest kind and great attention is given to the welfare of the crew. Merchant Navy conditions have radically changed from before the war.

THE MERCHANT NAVY TODAY

Equipment and Conditions of Living in Modern Vessels are in Great Contrast to the Pre-War Era

Pictures and Article by JOHN TOPHAM

Conditions in the Merchant Navy have greatly changed in the last twenty years. The reasons for this are two: the development of technical and scientific equipment and the rise in the standard of living throughout Britain, which affects all occupations. In an era of full employment men can pick and choose their jobs. In common with the Fighting Services and Industry and Business, the Merchant Navy has had to set itself out to attract recruits.

In recent months I have made a number of voyages in modern British coasters. These are vessels of shallow draft, as opposed to deep-sea ships, and they are able to enter small ports. The coasters of Britain trade with Scandinavia, Germany, Holland, Belgium and France. Some even go as far south as Spain. I must emphasise that the ships in which I sailed, such as M.V. *Woodlark* and M.V. *Grebe*, are of post-war construction. There are, of course, many pre-war vessels still in service, and though much has been done to improve their quarters, they cannot attain the standard of comfort found in the coasters built in the past ten years.

However, all ships benefit from the advances in science. The bridge contains a wealth of aids to navigation and technical equipment, such as radar, and in a modern vessel the bridge itself is a white, almost gleaming enclosed structure. But perhaps it is "down below" that the change is most marked.

Compare the pictures on the next page of a stokehole in 1935 and the generating plant of the *Woodlark*. In the former a grimy stoker stripped to the waist, and with the muscles bulging on his shoulders, shovels coal into a furnace. In the latter clean efficiency is the predominating note. The coaster of to-day is driven by diesel-burning engines and its generating plant is powerful enough to light a village. Throughout the ship there is light, warmth and air-conditioning.

It is probably in the human aspect —in the living conditions—that the great difference between past and present would be most marked to a merchant sailor who had given up his calling a quarter of a century ago and now returned to see how the new generation of seamen fared.

Between the wars, it has been said, the merchant seaman was about as badly off as the farm labourer, who was one of the lowest paid workers in the country. Hours at sea were long—four on, four off, day in and day out. Food was mediocre and living conditions poor, except for some of the deep-sea ships making long voyages. Then came the war in which, let it never be forgotten, the Merchant Navy played a heroic role which cannot be too highly praised. Without the courage and endurance of her merchant crews and their willingness to sacrifice themselves, often in the most horrifying deaths, Britain would never have survived. One likes to think that people felt that whatever might be the future when peace came, the merchant sailors, at any rate, should receive proper reward and recognition.

As it was, the whole country passed through the social revolution from which emerged the Welfare State and the merchant ship-owners found themselves facing a crisis. Men were leaving the sea for better paid jobs on land, in better conditions. A contributory factor was that the rise in the standard of living meant that young people were marrying earlier and one can hardly blame a wife for wishing to see as much of her husband as possible. Therefore the ship-owners saw that their best chance of halting this move away from the sea was to make radical improvements in the living conditions for their men. Comfort for all was the keynote of the design of new ships to come from the builders' stocks.

The result can best be understood by a few contrasts. Before the war the crew's quarters were in the forecastle —the most uncomfortable part of the ship and also the most dangerous in the event of a collision. In the new vessels all accommodation is amidships. Each sailor, like his officers, has his own cabin, which in comfort and appointments compares favourably with first-class accommodation on many passenger-carrying vessels. The old coal fires and stoves have vanished and heating is by electricity. A whole volume of regulations governs pay, hours of duty and leave. The National Maritime Board is the Joint Industrial Council for the Mercantile Marine. It consists of representatives of the ship-owners' and the seamen's organisations and is responsible for negotiation of wages and conditions of service. To the landsmen the clauses and sections of the many agreements are bewildering in their detail, but the general picture which emerges is that the seaman's pay is now between two and three times what it was before the war. That is a minimum. Officers and men with special qualifications receive extra pay. Wages also increase with length of service. To take just one example, a Second Engineer Officer, with a first-class certificate, receives over £60 a month on a coaster or a tramp. There are some variations in the rate according to tonnage.

As to hours of duty, the Merchant Navy now works an eight-hour day. Any officer or man doing more than the

(*Continued on following pages*)

AN AID TO NAVIGATION : An officer works out the course by Decca Navigator or "G-Chain," on the M.V. *Woodlark*. Up-to-date merchant ships such as this carry many other aids to navigation, including radar equipment and mechanical devices for taking depth-soundings.

THE MERCHANT NAVY TO-DAY

TAKING ON THE PILOT: He clambers up the side of the ship from the launch which has brought him out to the mouth of the River Scheldt at night. British coasters trade with North-West Europe and France. Some sail as far as Spain.

(*Continued from previous page*)

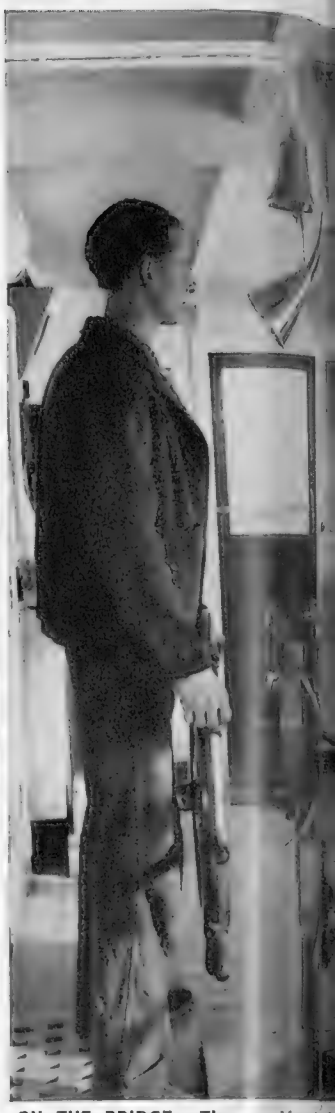
prescribed time is paid overtime. Alternatively, members of a ship's company can elect to work the number of hours deemed necessary for the efficient discharge of their duties. If this choice is made, a higher scale of wages is payable. Leave is granted at the rate of about a month a year, plus extra time for certain public holidays spent at sea.

One of the most vital improvements has been in food. Some of the shipping companies go to considerable trouble to ensure that each of their vessels has a good cook and a good steward. Cooking is by electricity and meals are no longer served in a slapdash and often dirty manner. Instead, officers and men eat in clean and attractive surroundings. The daily menus would put many three-star hotels to shame. From a recent voyage on a coaster in which I was sailing with the crew, I quote these examples of meals. One morning for breakfast I had chilled tomato-juice, fried egg, bacon and baked beans, followed by toast and marmalade. Tea or coffee at choice. Lunch one day consisted of roast chicken, vegetables, spiced fruit pudding, ice-cream and sauce. On another day we were offered mushroom soup, boiled leg of pork, pease pudding, various vegetables, apple-pie and savoury. The evening meal was always a dinner of five courses.

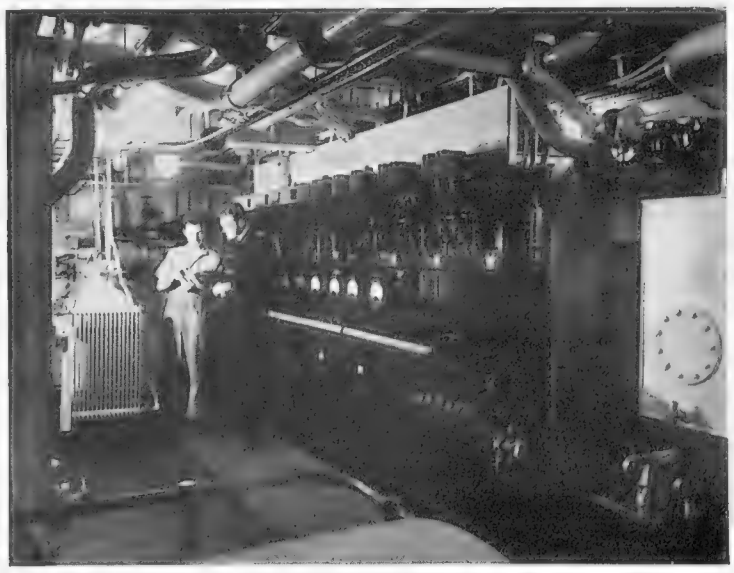
Less than a century ago Samuel Plimsoll forced an indifferent British public to realise the appalling conditions under which merchant seamen existed, usually at great risk to their lives. He has his memorial in the Plimsoll Line—the load line on British merchant vessels which prevents their being overloaded. Plimsoll devoted his life to improving the lot of merchant sailors, and when he died in 1898 he had many ameliorations to his credit. But there was still much to be done. Were he alive to-day he would see his dream of decent and worthy conditions for merchant sailors at last becoming reality.

NAVIGATION IN THE OLD STYLE: The Chief Officer of a pre-war coaster takes a reading from a sextant. This picture was taken in 1935 and is a reminder of the great progress made in Merchant Navy equipment since then.

A SEAMAN IN HIS CABIN: These quarters are typical of those for all sailors in the M.V. *Woodlark*. Each member of the crew of this vessel has his own individual cabin, which is very comfortably furnished and situated amidships.



ON THE BRIDGE: The speaking tab b behind them, but much of the t structure of the bridge belong th of ships concentrate on provid th



CONTRASTS DOWN BELOW: *Left*—Stripped to the waist a stoker shovels the coal into a furnace in a merchant ship of twenty years ago. *Right*—The engine-room of *Woodlark* presents an almost clinical air of cleanliness as an officer and man stand near the rail beside the bank of generating switches. A modern ship of the British Merchant Navy sometimes carries a generating station with sufficient power to light a village. Electricity supplies warmth, light and air-conditioning for the crew and enables food to be stored in refrigerators.

bell and wheel have a centuries-old tradition
of the equipment and the enclosed and well-lit
he new trends in the Merchant Navy. Designers
he best possible working and living conditions.

THE CAPTAIN IN HIS CABIN: He sits at his ease taking tea in conditions comparable with accommodation in the first class of a liner. This picture was taken on *Woodlark* of Captain John Klemp, O.B.E.

YESTERDAY AND TO-DAY: At the captain's table on a tramp in 1935. *On right*—The captain's table of *Woodlark*.

INTERIOR AND EXTERIOR VIEWS ON PRESENT-DAY MERCHANTMEN: Officers sit in the well-appointed lounge of their quarters in M.V. *Grebe*. Some are reading the regular supply of newspapers and periodicals. Others are selecting books to be taken on their next voyage. *On left*—From the shining structure of the *Woodlark* the view is seen of other ships lying along the banks of the river Scheldt.

THE MEET OF THE SEASON

"Showing the Flag" on Boxing Day; And Some Thoughts on Meets and Foxhunting in General

By BRIAN VESEY-FITZGERALD

THE Boxing Day meet—and this is true of every pack of foxhounds in the country—is *the* meet of the season. This has really nothing whatever to do with hunting the fox. On Boxing Day that is a secondary consideration. No, this is simply a matter of "showing the flag." And it must be admitted that, from the foxhunter's point of view, it is becoming more and more important year by year.

Our local hounds meet on Boxing Day on "The Green" on the outskirts of a small country town which is situated almost at the centre of their country. This is the traditional site for the Boxing Day meet. I think that hounds have met here on this day ever since the hunt was founded, and that was a long time ago. Originally, there was presumably no need to "show the flag." In those days there was no shortage of money (at any rate, no shortage of money for foxhunters), and there was no "anti" movement: or, if there was, it was neither vocal nor organised. I think that the meet was originally held on Boxing Day on "The Green" simply because "The Green" was near the kennels and very near the house in which the then Master lived. It saved a lot of trouble and provided the local townsfolk with some amusement.

Be that as it may, "The Green" is ideally situated for "showing the flag." It is a triangular stretch of turf, bounded on one side by one of the main trunk roads from London to the coast; on the other by a secondary road which normally carries a great deal of traffic, while the base of the triangle is occupied by a public house (sufficiently old to be decorative and photogenic) and cottages of rural aspect. It is a most attractive spot, and the hunt, wisely, makes the most of it.

It needs to. Now, at first sight, looking at the Boxing Day meet, you would not think so. I have known this particular Boxing Day meet for upwards of thirty years (though I have not attended it every year by any means), and year by year the public attendance has increased, and people have come from further and further afield. This year the crowd was very much larger than it has ever been before: perhaps because it was a mild, dry day. I do not know how many people were there, but I did make a rough count of the cars lined up around "The Green": more than 400, and there were many more parked in the side-roads. And this is very far from being a fashionable hunt.

Quite apart from those who had come specially by car—or who had stopped on their way to the coast or on their way to London—the local townsfolk had turned out in force: and the town's population has grown considerably since the war, what with the advent of light industry and new housing estates and one thing and another. Husbands and their wives (the men in their best Sunday suits and the women in high heels and fur, or near-fur, coats), schoolchildren, babies in prams, nurses from the local hospital, sweethearts and those looking for sweethearts, pedigree Pekingese and assorted mongrels: all were there.

The casual onlooker, the foreigner, seeing this great concourse, might be forgiven for thinking that foxhunting held an abiding place in the hearts of the English. Why else should all these people turn out on a winter's morning? Certainly he would be convinced, seeing these cars and this crowd, that foxhunting is a very popular sport in a very strong position.

In fact, of course, foxhunting is in anything but a strong position; has a hard struggle to keep going. And the Boxing Day crowds do not turn out because they are passionately interested in foxhunting. The vast majority of them could not care less about foxhunting one way or the other. They turn out because this is a free show. The English will walk miles to see something for nothing.

I have said that foxhunting is in anything but a strong position. But this must not be taken to mean that I think that foxhunting has its back to the wall. Far from it. There are some 200 foxhound packs in Great Britain alone: a figure which suggests that the sport is in a very flourishing condition. And, if you were to judge by the enthusiastic articles which are published in the sporting Press at the opening of each foxhunting season, you might well take that figure at its face value. In fact, most of the hunts in Great Britain have a really hard struggle to keep going.

This is not in any way due to the activities of the "anti-sport" bodies. It is true that many townspeople (including, I have no doubt, some of those who attend Boxing Day meets) disapprove of foxhunting in principle and that a large (and probably increasing) number would like to see the sport banned by law. But foxhunting has survived one major assault in Parliament and, I have no doubt whatever, would survive a second, for the great majority of country people, if not actively pro-hunting, would hate to see it go. Whether foxhunting would survive another slump is a different matter altogether.

The expenses involved in running a pack of hounds increase all the time. The price of fodder for the horses and food for the hounds is, compared with 1938, prohibitive and is still rising. Inevitably, there are fewer horses in the hunt stables. This does not really seem to have affected efficiency seriously. But I suspect that many hunts have now reached the point where no further cuts are possible: and costs continue to rise. Rising labour costs have been met in some measure by the employment of women. Girl grooms have largely replaced male strappers, women whips are now legion; women huntsmen are becoming quite common, and each season sees an increase in the numbers of lady masters.

Even so, money remains the great and pressing problem. I suppose the point-to-point is now the chief source of income for every hunt. Hunt races have become very popular and now attract "punters" from far beyond the confines of the hunt promoting the event. But the most successful point-to-point meeting could not support the finances of the hunt right through the year. So, most hunts (including some, if not all, of the great midland aristocrats) now have "Supporters' Clubs." I do not know that they are officially known by that title, but they perform the same function as the official supporters' clubs of the professional football teams. These enthusiasts raise money for the hunt by organising dances (not hunt balls only, but "half-crown hops" with spotlight prizes), whist drives, and so forth. Even the hunt ball has lost its former exclusiveness. It is a ticket affair in a public hall more often than not now. Hunting has become truly democratic.

But none of this by itself could have saved hunting. For the simple truth is that you cannot run a hunt, no matter how financially sound you may be, without a "field." And it is in the "field," and mainly during the past six years or so, that the greatest revolution has occurred. It is often said that hunting could not continue if it were not for the wholehearted support of the farmers, which is perfectly true. It is also often said that more and more farmers are hunting to-day. This I do not believe. It certainly is not true of my part of the world, and I should be astonished to find that it is so with any hunt in the country.

There can be no doubt that "fields" in most parts of the country are getting bigger. At our Boxing Day meet this season there were eighty-one mounted followers. I see from my diary that eight years ago there were forty-seven. But though the "fields" are getting bigger, the number of male followers steadily shrinks. Eight years ago there were twenty-five: this season, out of a field of eighty-one, only fourteen were male. Of the sixty-seven females, at least half were teen-age or younger members of pony clubs, and very smart they looked, too.

The fact, it seems to me, is that fewer and fewer men hunt. In fact, fewer and fewer males even learn to ride. The membership of pony clubs all over the country is predominantly female (for boys are, on the whole, much more interested in mechanics and sports cars), and the pony clubs are the life-blood of foxhunting. If it were not for them and the interest they arouse in riding and the encouragement they give to young riders, the sport would indeed be in a sorry state.

Another slump might affect foxhunting grievously. But foxhunting has successfully survived even greater perils. If, however, enthusiasm should slacken to any considerable extent among the female followers, if there should be any serious falling-off in the young entry from the pony clubs, then I verily believe that foxhunting would be hard put to it to survive.

A GREAT ATTRACTION FOR HOLIDAY-MAKERS ON BOXING DAY: A crowd of onlookers watch the Chiddingfold and Leconfield Hunt move off after the meet in the grounds of Shillinglee Park, in Surrey. *On right*—After the meet of the Cotswold Hunt in Cheltenham the field is seen passing through the Promenade shopping centre.

THE TURN OF THE YEAR IN THE HOLY LAND

Activities of a Varied Nature take Place in Jerusalem

THE ISRAELI PRIME MINISTER AFTER HIS SURPRISE "ISRAEL MISSION TO GERMANY" ANNOUNCEMENT: Mr. Ben-Gurion raises a hand to emphasise a point made during a conversation after leaving the Knesset, where he caused a sensation by announcing that he had sent an envoy to Germany to discuss arms purchases, in spite of the crisis in his Cabinet over the disclosure of the secret vote on the question. The crisis arose when the Left-Wing Socialist Party was accused of "leaking" to the press the Cabinet decision to buy arms from West Germany. It came to a head when Mr. Ben-Gurion handed in his resignation and began negotiations for the formation of a new Government.

THE MANDELBAUM GATE AT THE ISRAEL-JORDAN BORDER: This is the view of the gate as seen by hundreds of pilgrims as they make their way back past the sectoral zone into Israel after having travelled into Jordan, to pay their Christmas homage at Bethlehem. A "Merry Christmas" sign is attached to the gate support. As they passed back into Israel, the pilgrims were inspected by a guard.

EXCAVATIONS IN JERICHO: Palestine women, the majority of whom go barefooted, gather at the Well of Elisha, in Jericho, to fill their vessels for replenishing the water supply in their homes. Either full or empty, the water-pots are carried on the head. For seven seasons archæologists, under the direction of Miss Kathleen Kenyon, of London University, have been carrying out extensive excavations in Jericho, where one of the oldest settlements in the world is being revealed. Much of the work is being carried out in the vicinity of the Well of Elisha, close to the situation of the headquarters of the expedition. *On left*—The inset picture shows the impression left in the ground by an uncovered skeleton of early Neolithic period. During excavations trenches were dug to a depth of 70 ft. Remains 8,000 years old were uncovered.

A CHRISTMAS VISIT BY THE UNITED NATIONS SECRETARY-GENERAL: Mr. Hammarskjöld, the United Nations Secretary-General, is seen in the background, third from the left, talking to Captain Fritiof Bergstrand, a Swedish liaison officer, and Major K. Lindner, Chief of Staff, Swedish Battalion. He was on his goodwill Christmas visit to the United Nations Emergency Forces in the Gaza Strip. In the right foreground, Swedish troops have joined hands in a circle to perform a traditional Swedish Christmas dance especially for Mr. Hammarskjöld. *On left*—The Secretary-General, wearing dark glasses inspects a Brazilian outpost on the demarcation line during his tour. In the guard post built of sandbags, a soldier, wearing a steel helmet, keeps watch. The land stretching into the distance is Israeli territory.

GIANT COBWEBS SEEM TO TAKE THE PLACE OF SAILS: This Shearwater II catamaran is fitted with sails made from pure Terylene, a new feature at the fourth National Boat Show held at Olympia. The twin-hulled catamaran is a boat design rapidly becoming popular. The Show, which is sponsored by the *Daily Express*, closes this Saturday.

A BOAT MADE OF GLASS-FIBRE: This 14-ft. outboard runabout, the Ceabird Mark II, needs no painting. Its colour is in the material from which it is made, resin-bonded glass fibre, which is much stronger than wood or aluminium alloys and cannot rust or corrod

A DUAL-PURPOSE SAILING CRUISER: This 26-ft. Atalanta sailing cruiser, here mounted on a specially constructed four-wheel trailer, can be used for deep-sea sailing. Her twin drop-keels make her self-righting and enable floating in 2 ft. of water.

ALL ABOARD FOR THE BOAT SHOW

The Trend Towards Small Craft is Bringing Boating for Everyone One Stage Nearer

By GABOR DENES

THE National Boat Show at Olympia, organised by the Ship and Boat Builders' National Federation, and sponsored by the *Daily Express*, now in its fourth year, seems to fall into a definite pattern which is the logical result of its development. The number of exhibitors has now reached the maximum (about 250) which can be accommodated in the space, and the number of craft is greater than ever, although the impression is that the smaller craft show the greatest increase. This is as it should be, following the healthy trend of the growing public interest in boating.

Probably the most beautiful vessel in the whole Show is once more exhibited by the successors to the great William Fife, the Fairlie Yacht Slip, Ltd. *Nevada* is outstanding among the tall sailing yachts housed in the central well of the exhibition, not only for her breathtaking beauty of line and shape, but also for her fine workmanship and superb materials. The planking is of teak on laminated teak frames, and she has a lead keel. A 34-ft. overall, 24-ft. waterline Class III ocean racer-cruiser yawl, I was told that, owing to clever design, she rates particularly favourably under the R.O.R.C. Rule.

Another outstanding example of the fine product from a first-class British yard is the 14-ton centreboarder built by Messrs. A. H. Moody and Sons, Ltd., in the same part of the exhibition. *Sally Forth* is designed by Frederick Parker, and her main dimensions are: L.O.A. 37 ft. 6 ins., L.W.L. 27 ft. 6 ins., beam 10 ft. 10 ins., draught without the plate, 4 ft. Beautifully finished, she is a true representative of the new American influence in British yacht design.

In the adjoining hall there are two large motor-vessels of considerable interest. The biggest boat in the show, the steel-hulled *Sea Clipper*, is 48 ft. 6 ins. long overall and she is powered by twin Lister diesels. With her smart, light metal superstructure, incorporating a flying bridge and a sundeck, she may have been intended for the overseas market, priced at £7,750. I was unable to discover how much of this vessel is British-built—apart from the engines—but it is fairly certain that the hull was made on the Continent, probably for fitting out and completing in this country.

The other steel-hulled vessel is the one built by the Rowhedge Ironworks Co., Ltd., for the harbour master at Mauritius. This vessel is 48 ft. long, with an all-welded hull and aluminium alloy superstructure, powered by twin Perkins diesels, a very fine piece of workmanship.

Another craft powered by similar engines is the 42-ft. fast luxury motor-cruiser shown by James Taylor (Shipbuilders) Ltd., built of mahogany throughout, with double-skin hull on oak frames. Universal Shipyards (Solent) Ltd. are displaying a 32-ft. 6-in. light alloy launch made to their own design for the Trinity House Pilot Cutter Committee of Gravesend. This boat, with a single Perkins diesel, is capable of a maximum speed of 17 knots. It should be mentioned that on this stand particulars are available of this company's facilities on the River Hamble, of great interest to yacht owners.

Fairey Marine Ltd. have divided their exhibits into sections, which are shown on three entirely separate stands. In the main well is the Atalanta Mark II (a very slightly revised version of the original model, of which over sixty have been built). Costing under £2,000, this shallow draft, 26-ft. unorthodox cruiser, with accommodation for six, holds much interest for sailing enthusiasts with families. On their other stand, also on the ground floor, they are again showing their range of hot-moulded dinghies from the rowing or sailing version of the Duckling to the 18-ft. Jollyboat, including such favourites as the Swordfish, the Albacore, the 505 and the ubiquitous Firefly.

The third Fairey stand, on the second floor, bears witness to an entirely new departure for this most enterprising firm. Here some newly-designed 15-ft. speed boats and runabouts are shown, and of special interest

BUILD-IT-YOURSELF: This group of boats on the Wyvern stand at Olympia can all be built at home. On the left is a 10-ft. 6-in. sail boat, then the Whirlwind Kayak. In the centre is the Ten-Six general-purpose dinghy, which is available in sailing, rowing or outboard motor form. On the right is the 12-ft. family runabout, the Watermaid, available for outboarding.

A FOLDING BOAT: The Eager Beaver can be folded over and used as a luggage trailer for a car. As a boat it can carry three.

JUNE IN JANUARY: The scene at the fourth National Boat Show, sponsored by the *Daily Express* and held at Olympia, in London. This year small-size boats have been well to the fore, as well as the more expensive craft. The growing public interest in boating has resulted in a drive by manufacturers to put it within reach of everyone, as is shown in the "Boating-on-a-Budget" section.

the Fairey marinised Ford engine with which some of these are powered. This engine has a vertical drive which enables it to be placed right aft, with all the passenger accommodation together forward. There is also an outboard runabout based on the same hull shown with the new Coventry-Climax 35-h.p. outboard engine. This can also be seen on the Coventry-Climax stand, and it seems to be a scaled-down version of the well-known fire-pump engine. Perhaps it will be the first British outboard to compete successfully with the American products, which have hitherto led the field.

Arthur Bray Ltd., well known for many years as the principal importers of world-famous foreign-made engines and craft, are showing a British-built 35-ft. twin-screw express cruiser, a new departure for this firm, presumably produced with an eye on export for a change.

The trend for smaller and mainly inexpensive craft is confirmed by looking at many exhibits, some included in the "Boating-on-a-Budget" section (where craft are priced from £30 to £250), and others dotted about in various parts of the exhibition. One of the typical examples is Mr. Alan F. Eckford's 16-ft., two-berth sailing cruiser shown for the first time, which costs, with sails, £240 and would give a lot of cruising fun to two enterprising youngsters.

A range of inexpensively constructed boats designed by Robert Rucker are shown by Ferrier Marine Ltd., in addition to their own outboard engines. The 25-ft. *Aleph*, the 22-ft. *Ballerina*, and the already known *Mark II Silhouette* are each shown with their specially designed trailer, and are all intended to appeal to a new type of cruising yachtsmen with limited resources.

And so, looking round, the pattern emerges. There are no drastic changes anywhere, no wildly original ideas on the whole, but a general, hardly perceptible but undoubtedly existing, all-round effect of progress and improvement. There is nothing basically new in the boats, but a few indications of future trends can be discerned. For example, more trailers are shown than ever before, and while there were only one or two odd examples before, seven exhibitors are showing catamarans this year. Of these, the Prout *Shearwater* is well known, but the *Jumpahead*, produced by Air Service Training Ltd., is new. Two versions of this 16-footer are shown, the racing model and the family type, displayed on its own trailer.

A more novel idea is the "floating caravan," of which two examples are on view. The Flatafloat (Graham Bunn (Wroxham) Ltd.) is constructed of timber, and the Aquaflat (Marine Welding & Construction Co. Ltd.) is based on a welded steel hull. Both are luxuriously fitted and their mobility is derived from the use of outboard engines. These are obviously intended for the Norfolk Broads, or other sheltered waters, and might attract new people on to the water.

An entirely novel "gadget" is the Beaver Trailboat, which folds in half, and when folded becomes its own trailer, with plenty of space for luggage. On the water it is a 7-ft. 6-in. dinghy (rowing or outboard) capable of carrying three adults with ease. This will extend the scope of the ordinary motorist, who wants to leave the crowded roads, and will be most useful for fishing and shooting.

The Beaver is, incidentally, one of the many exhibits on the largest stand in the Show, that of the South-Western Marine Factors. So much marine equipment of every kind is displayed there, and the variety is so great, that it truly epitomises the spirit of the whole exhibition. There is simply everything there from masthead lights to marine toilets of the best quality, and adjoining, on the same stand, is an entirely new marine diesel conversion of a Ford engine with a gear-box by Self-changing Gears Ltd., South-Western Marine Factors, and their older competitor, Simpson Lawrence Ltd., who also supply marine equipment of a wide range, between them must supply boat-builders the world over with essential fittings and gear and these stands are therefore of the greatest interest.

It has been impossible to deal with all the exhibits in this report. I have rather endeavoured to give a cross-section as representative as possible, and an idea of the size of the Show will be gained from these figures: the total number of boats of all kinds is 280, of these sailing-craft number 95, rowing-boats 72 and power 113: there are 28 trailers, and altogether 176 marine engines (diesel and petrol), of which 66 are outboards. These figures speak for themselves, but they do not convey the atmosphere of the show, which although now, without a doubt, the largest of its kind in Europe, still retains the intimate, friendly character it started with three years ago.

SPEED ON WATER

Disaster Overtakes a Speeding Hydroplane at a Regatta in Florida

DISASTER AT AN AMERICAN REGATTA : The hydroplane of Ezio Selva, the fifty-six-year-old Italian motor-boat racer, leaps from the choppy water while travelling at 100 miles an hour during the Orange Bowl Regatta's Grand Prix event at Miami Beach, Florida. The craft turned over and Selva was killed. He had said that it would be his last race. The accident was seen by Selva's son, Luciano, who swam to his father's aid. About 10,000 people were watching the race.

THE FATAL DIVE DURING THE SECOND HEAT: Another boat flashes past as the ill-fated hydroplane, driven by Ezio Selva, plunges back into the water after flying through the air.

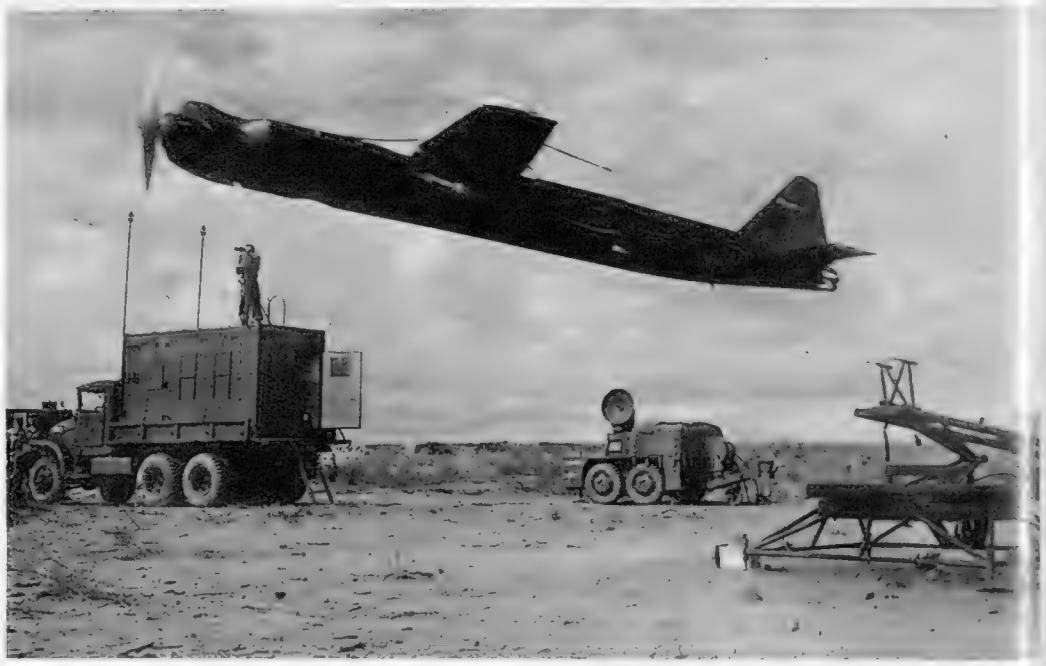
THE REMAINS OF THE CRUMPLED RACING BOAT : The wreckage of the hydroplane is towed ashore after the accident. It was Selva's fourth attempt for the Regatta's feature prize.

SPEED IN THE AIR

Developments in Russia and the U.S.A.

The caption which accompanied the picture (*on right*) reported the claim that planes can take off literally from any terrain without using a runway. The aircraft is catapulted skywards by means of a rocket attached to its tail, but this drops off when the machine reaches a given height. It is said that the take-off method is safe for any experienced pilot, and can be used in fields, forest, on mountain-tops or in ravines. The planes are taken to the launching site by trailer. This machine appears to be different from the Russian equivalent of Britain's "flying bedstead," which, the Tass Agency reported in December, is undergoing tests. "It has no wings or tail group," reports Tass, "and its thin frame has nothing of the sleek aerodynamic forms of present-day aircraft."

A TAKE-OFF WITHOUT A RUNWAY—A REPORT FROM RUSSIA : The picture, received by radio from Moscow, shows a new Russian aircraft-launching technique as reported by *Soviet Aviation*. The aircraft has a rocket boost.



PHOTOGRAPHING ENEMY AREAS IN DARKNESS : The U.S. Army's RP-71 "night-flying drone," carrying a small, lightweight reconnaissance camera, has been designed to help tactical commanders to observe the enemy's position and movements. It is controlled by radio and tracked by radar, and is said to be capable of flying over enemy lines during darkness in order to obtain accurate, low-level aerial photographs. The camera (designed and developed by the U.S. Army Signal Corps in conjunction with Fairchild Camera and Instrument Corporation) is mounted in the fuselage. It fires its own illumination by using an automatic flare ejector.

THE FIRST PRODUCTION MODEL OF THE BOMARC MISSILE : It is a long-range interceptor missile with automatic target radar, which will be used in the United States for defence against aerial invaders. The Bomarc, made by Boeing, will be put into service by the Air Defence Command of the U.S. Air Force. Standing by the missile are Colonel R. J. Walling, the U.S. Air Force Plant representative with the Company, and Mr. L. A. Wood, the Boeing Vice-President and General Manager of the Company's Pilotless Aircraft Division in Seattle.

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PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE PASSING OF THE PACK MILLS:

New Techniques in Tinplate

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

ONE way of making tinplate begins with a pair of tongs. You use them to pick up a hot steel bar from a small furnace, and to pass this several times through what is nothing much more than a heavily-constructed mechanical mangle. That squeezes the bar down into a thick, flat plate: you fold this down the middle and squeeze the doubled-over plate some more, then fold that over again and squeeze the four folds of plate together to the thickness you want. Some people begin with two single plates, folding them together, and so end up with a "pack" of eight thicknesses. Trim off the folded edges with power shears, and you have the separate plates; if they have stuck together, you pull them apart with your gloved hands. Dip the plates in acid to clean the surface; anneal them by heating the plates and cool slowly; then put the plates through cold polishing rolls and clean them.

So much for the plate; then comes the tin, molten in two "pots." You pick up the plates with a tinman's fork, dip them into one tinning pot, then slip them across into the other. A final pot of hot grease takes off the excess tin; the tinplates need cleaning and polishing again, but then you can pack them into cardboard boxes, 112 plates to a box, and send them off to a customer. If—in January 1958 it is a big if—you happen to have a customer.

Another way of making tinplate begins with coils of hot-rolled steel strip from an integrated strip mill such as Ebbw Vale or Margam, in South Wales. The coil of strip is rolled out again through another five-stand "cold" reduction mill, before being passed through cleaning and annealing processes. The steel sheet runs on through a "tinning" line of tanks in which a coating of tin is automatically deposited on it by an electrolytic process. As it runs on continuously the tinned surface is heated, quenched, sprayed and dried before shearing and packing. Nobody needs to handle this tinplate, rolling steadily through the line at about 600 ft. a minute; the work is done by the capital equipment of the mill—about £10,000,000 worth of it.

CONTRASTS IN THE MAKING OF TINPLATE: The old method of hand-mill rolling of tinplate is contrasted with (*on right*) the modern five-stand "cold" reduction mill of Richard Thomas and Baldwins Ltd., at Ebbw Vale, Monmouthshire.

TINPLATE-MAKING IN MONMOUTHSHIRE: A view of the Ebbw Vale works of Richard Thomas and Baldwins Ltd., where the process of producing tinplate from the raw material to the finished product is one of the activities carried out on this vast site. Among the modern equipment at this plant is the five-stand "cold" reduction mill.

There is no more dramatic contrast in the modern industrial panorama, indeed, than between the old and the new ways of making tinplate; one depending on the craft and physical stamina of a small team of men and women, the other requiring no more physical effort than watching some dials and pushing some buttons. Tinplate is still being made in both ways in Welsh mills to-day. But not even the continuous tinplate mills at Ebbw Vale, Trostre and Velindre are very busy; and except for a few prepared to produce small orders of special qualities that the big new mills can't be bothered with, there is precious little business for the remaining hand mills, which make considerably worse plate a good deal more expensively.

Last year more than a dozen small tinplate works, operating about ninety "pack" mills, closed down. Six works were left, running about twenty pack mills. One of them, Upper Forest, in West Wales, closed for a month in November, and began working again in December in the hope that orders would be looking up; last Saturday it was forced to close again.

To the ordinary onlooker, this may seem simply an inevitable technological change, the supersession of traditional but obsolete methods by new and more efficient ones; rather a concentrated change, certainly, but that, too, inevitable, since almost 100 per cent. of Britain's tinplate production is concentrated in Wales. For many Welsh communities, it will represent a social problem, since the pack mills have employed quite a sizeable labour force. But even this social problem is hardly unexpected. Ever since the first strip mill began to be built at Ebbw Vale in the mid-'thirties people have been discussing what was to be done when the pack mills were finally closed down.

In each one of the steel industry's post-war development plans, provision had been made for the eventual closing of the hundreds of pack mills. Their number had indeed been thinned during the war, by direction of their labour to other jobs, such as drop forging; the full operation of the strip mills at Ebbw Vale, at Shotton, and eventually at Margam was expected to squeeze the rest of them out of the business within a very few years. A tinplate redundancy fund was set up, financed by levies on the tinplate sold, to take care of the older workers whose jobs would be abolished and who would find it difficult to start elsewhere. Local authorities, employers, trade unions and committees of social workers were all prepared for the change; they expected it to be painful, but knew it had to come.

It has been, in fact, a much longer time coming than anyone quite expected. World demand for tinplate rose after the war far beyond expectations. While the big customers in Britain and the more industrialised markets preferred strip-mill tinplate, which is more regular in quality as well as cheaper to make, there were plenty of smaller customers dotted throughout the world, with fish or fruit that had to be canned in a given time, who could not afford to be selective. Indeed, given greater freedom than the strip mills were to sell all they could abroad, with world prices higher than the controlled prices in Britain, there were times in the last ten years when the small tinplate works were exceptionally profitable.

This year, admittedly, could really see the passing of the pack mills. Within the last three years the two big mills of the Steel Company of Wales and Trostre and Velindre have added about 800,000 tons a year of tinplate capacity to the industry. Velindre, which began working at the end of 1956 but has never yet been run up to full operation, happened to come into the market at a time when world demand for tinplate was faltering. This is partly a matter of weather and chance: bad fruit crops in most parts of the world, the sardines choosing not to turn up in their usual numbers on the Atlantic fishing waters, and some slight moderation in consumers' buying of tinned food. As late as the middle of this year the central authorities of the steel industry were expecting that the hand tinplate mills would still be in business by 1962, producing perhaps 200,000 tons of tinplate a year. In fact, only about half that capacity is still operating.

But even with the massive capacity of Trostre and Velindre there to deal with any resurgence in demand for tinplate, there are still some people in the pack mills who believe that business could still swing back enough to offer them profits for a few years yet. It is a big responsibility to close down a mill that probably employs a few hundred workers and has been taking care of a fair number of shareholders. These are old and obsolete mills; but they can be put to work very quickly and cheaply to handle any sudden upward ripple in demand—such as some experts in the canning business, for example, still think will happen by 1960—provided the labour force has not been quite dispersed.

Many of these mills have been closed and reopened more than once in the fluctuations of the tinplate market, which is perhaps the most volatile of any in steel. It is not altogether surprising that when Upper Forest announced the closing of its tinplate mills just after Christmas, it said, "It is our intention to limit this stoppage to as short a time as possible."

THE END OF A 4,000 MILES TOWING VOYAGE : The cargo-ship *Bellis* lies at anchor at Port Harcourt, Nigeria, after finishing a voyage from Europe in which she towed an all-steel floating tender designed to assist in the prospecting and drilling for oil in the tidal mangrove swamps formed at the delta of the River Niger.

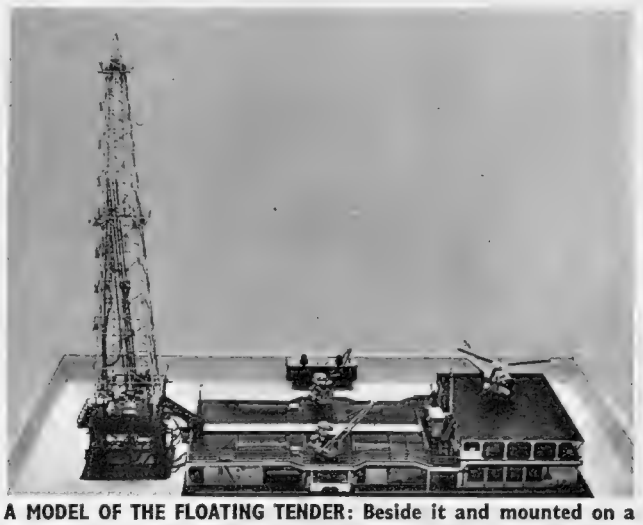
OIL UNDER WATER: TWO TYPES OF DRILLING BARGE

Two floating oil-drilling barges have recently completed lengthy voyages in tow to their respective destinations. A tender built in the Netherlands for the Shell-BP Petroleum Development Company of Nigeria has reached Port Harcourt, Nigeria, and another built at Audorf, on the Kiel Canal, Germany, is almost ready to be installed in its working position twenty miles off Das Island, in the Persian Gulf.

The Nigerian tender has been designed to assist in prospecting and drilling for oil in the mangrove swamps of the River Niger. A capital outlay of £1,300,000 has been made to cover the cost of its construction and provide the necessary ancillary equipment. Incorporated in its design is a helicopter landing platform.

This feature is common to both barges. The *Adma Enterprise*, which will drill for oil in the Persian Gulf, has been built for British Petroleum and the Compagnie Française des Petroles to the design of the DeLong Company of New York. Before it is towed to its working position extra sections are being welded on to its four "legs," making them 161 ft. long, the 140-ft.-high drilling rig is being assembled and all equipment is under test. Drilling operations are due to begin later this year.

ACCOMMODATION FOR OIL PROSPECTORS: The *Bellis* off-loads one of the eight houseboats which she brought from Europe as living-quarters. *On right*—The tender with its helicopter platform at anchor at Port Harcourt.



A MODEL OF THE FLOATING TENDER: Beside it and mounted on a platform is the drilling unit. The piles on which the tall drilling tower has been placed have been drilled into the sea-bed.

A MAN-MADE ISLAND IS PREPARED FOR TOWING INTO POSITION : The mobile drilling barge *Adma Enterprise*, after a 6,800-mile voyage from Audorf, on the Kiel Canal, Germany, is made ready to be towed to its working position twenty miles off Das Island, in the Persian Gulf. Drilling begins this year.

THE DRILLING RIG IS ASSEMBLED : Before it can be placed in position extra sections are being welded to each of the "legs" and the 140-ft. drilling tower assembled. *On left*—A view of the artificial island from one of the helicopters which will be used to link the *Adma Enterprise* with Das Island.

The World of Books

PURITAN OF FLORENCE

A New Biography of Savonarola; A Study of Conrad and his Characters; Antarctica and Saudi Arabia; A Policeman in the Colonies; A Diverting Novel on an Unusual Subject

AT the close of the fifteenth century Italy was the scene of one of the strangest and most tragic contests of wills and of characters that has ever been staged. A Borgia was Pope and he, Alexander VI, fond father of Cesare and Lucrezia Borgia, was at grips with the only man with the moral strength to resist and disobey him. This was THE MEDDLESOME FRIAR (Collins. 18s.), of whom Mr. Michael de la Bedoyere has written: Savonarola, the controversial martyr. His is a name which can never be quietly accepted but invariably leads to discussions, to the expressions of prejudices or enthusiasms or, at the least, to spirited talk. After more than 450 years there is still a definite and not a vague reaction at the mention of this fiery preacher of Florence whose life has made an admirable subject for Mr. de la Bedoyere's biography.

Mr. Richard Curle has written an original kind of literary study in JOSEPH CONRAD AND HIS CHARACTERS (Heinemann. 21s.). For one thing, Mr. Curle analyses not the writer so much as his stories, and the characters in those stories even more than the construction and invention of the tales themselves. In the second place, this is a critic of whom Conrad himself said that he "certainly knows my work best and not less certainly is known as my closest intimate, but before all is the best friend my work has ever had." This sentence, I think, is a revealing one, showing Conrad very truly as he was: a man whose work came first from every point of view; a man who preferred a companion who understood his writing to one who understood his personal nature. The book is divided into six parts in which novels from 1900—*Lord Jim*, to 1915—*Victory*, are regarded in relation to their principal characters. Closely reasoned, intuitive and intensely interesting to all those who read and re-read Conrad.

FABULOUS ADMIRALS (Putnam. 21s.) is a highly entertaining and at times touching book which has been compiled from many sources by Commander L. Lowis, with considerable assistance (we are told) and a foreword from Admiral Sir Denis Boyd. The editors claim that the book is a brief account of some of the froth on those characters who enlivened the Royal Navy a generation or two ago. The combined result is a lusty, funny and nostalgic volume. One of the best of its illustrations is a rare photograph of King George V on board a destroyer, laughing very heartily at one of the Commander's better jokes. A heartening book.

The next group of books deals with reminiscence and personal experience of travel in civilised or remote places. In THE LAST CONTINENT (Jarrolds. 21s.) Mr. Douglas Liversidge writes about Antarctica, so much in the news at this moment, where the travellers and scientists of to-day find traces, and well-preserved ones, of the pioneers who went forty years before them. The writer has recorded all that is known of the history of Antarctica from the time when the idea of such a place first entered men's minds to the days of modern pioneering.

THE LOST ONE (Hodder and Stoughton. 16s.) is M. Henri Beaudout's story of his journey westward with two other men and two kittens from Nova Scotia to Cornwall on a raft. This most adventurous voyage was carried out nearly eighteen months ago and will go down in the sea annals as one of the most remarkable of contemporary exploits. M. Beaudout writes about his companions with sympathy and occasionally with gaiety and about the strange craft with positive affection.

Mr. H. St. John Philby has written the account of a fairly recent expedition of 3,000 miles in Saudi Arabia, a land which, as we know, he knows surpassingly well and which he was enabled to explore more thoroughly in 1950 owing to King Ibn Saud's bounty. THE LAND OF MIDIAN (Benn. 36s.) is immensely detailed, knowledgeable as few books on the subject could be and quite evidently the best possible guide-book for any other intrepid European who ever has the chance or the hardihood to make the same journey.

WITH LIONS BY MY SIDE (Hutchinson. 18s.) is the remarkable story of Paulette Lloyd Greame, a lady of gentle birth and frail health who achieved her ambition of living in one of the wild parts of the world and having a lion for a pet. In Mrs. Greame's case Kenya has filled the first requirement and not one but two young lions the second. This is an exceptional book as far as its writer's experiences go, full of courage, good humour and a wonderful degree of adaptability, as when she opened a restaurant in Africa and discovered that customers were something like lions since "they reacted just as specifically to our own moods."

JUST THE JOB (Hodder and Stoughton. 20s.) is a volume of memoirs by Mr. Geoffrey J. Morton, chiefly devoted to his experiences in twenty-four years as a colonial policeman. Mr. Morton saw service in the Palestine Police during many years of terrorism and revolt. He was marked down by the notorious Stern gang, whose leader was eventually killed, blown up at least once and involved in countless affairs of violence. From Palestine the author went to the Caribbean, where he found Trinidad a land of paradox and Tobago an island of beauty, and later crossed the Atlantic yet again for Africa and Nyasaland, where he did an ambitious job of reorganisation. Sound, friendly, modest and, in my opinion, a highly impressive record.

ARISTOPHANES AT THE ROYAL COURT THEATRE: Joan Greenwood, in the title role of *Lysistrata*, is seen here with Gary Raymond, as Kinesias. Aristophanes' comedy of war, which was first produced in Athens seven years before its destruction in 434 B.C., is now presented at the Royal Court Theatre in London in a refreshingly modern translation by Dudley Fitts. Also appearing are Natasha Parry, Patricia Marmont and George Benson, together with a cast which performs the Greek dances and songs with precision. The producer of the play, Minos Volanakis, is a Greek.

Two volumes on the Far East regard its countries and its peoples from differing angles of opinion. Mrs. [illegible] Waln Smith, in SPRINGTIME IN SHANGHAI (H[illegible] 15s.), writes not only appreciatively but lovingly [illegible] country in which she has experienced hideous imp[illegible] ment, terror and material ruin. BRIEF AUTHO[illegible] (Robert Hale. 18s.) is by Mr. Edwin F. Stanton, Am[illegible] diplomat and traveller and former Ambassador to S[illegible] Mr. Stanton calls his book the "excursions [illegible] common man in an uncommon world," and [illegible] his memories of China and Siam are unusual, col[illegible] and far from superficial.

BEYOND THE PILLARS OF HERCULES ([illegible] 16s.) is the story of a Spanish journey written, as [illegible] undertaken, by Miss Madelaine Duke. She kno[illegible] country well, both in its historical past and its pr[illegible] present, and has a very real love for what she k[illegible] Some of this devotion to the land and its count[illegible] has been conveyed in this loosely knit, discursive [illegible] but there is another theme which scarcely fits int[illegible] frame of travel and reminiscence. That is an e[illegible] into the existence of neo-Nazism as it may still be w[illegible] and intriguing. A curious book, with many rew[illegible] moments and some puzzling ones.

Mr. Matthew Finch is a relatively new novelis[illegible] deserves some kind of award on at least two grounds [illegible] is able to write about dentistry as if it were not only [illegible] interesting but even fairly diverting, and he has a spl[illegible] dry wit which stops just this side of the sardon[illegible] never reaches bitterness. THE THIRD SET (D[illegible] 12s. 6d.) is his new book, and I recommend it to a[illegible] who believes neither in heroes nor villains, but [illegible] loves a spontaneous laugh.

THE WINGS OF NIGHT (Macmillan. 15s.) [illegible] novel of Nova Scotia and, although it may not co[illegible] the reader that that is a place of infinite beauty or co[illegible] it is without question a book of deep charm an[illegible] that will haunt the memory for a long time. Mr. Th[illegible] Randall is a Canadian writer of distinction, a Fe[illegible] of the Royal Society of Canada and an auth[illegible] recommend to the discerning.

I suppose that there is no language so difficul[illegible] render into English as French, and, indeed, it is one [illegible] charms that it should be so intransigent. THE MO[illegible] OF SEPTEMBER (John Murray. 10s. 6d.), by Mad[illegible] Frédérique Hébrard, is thistledown light and s[illegible] sweet. It is also highly civilised, and Irene [illegible] who also translates the work of Françoise S[illegible] has made as masterly a job as humanly possible [illegible] its Gallic frivolities.

THE NEW PEOPLE (Macmillan. 15s.) is [illegible] Meriol Trevor's simply expressed and moving story [illegible] England in the days when traces of Roman cu[illegible] remained and Christianity was the new force, Christ[illegible] the new people. Miss Trevor strikes no literary attitu[illegible] and keeps her narration as plain as it is evocative. T[illegible] by any standards, is an exceptional book.

Vernon Fan[illegible]

COUNTERFEITERS

A Survey of Famous Forgers

Great Britain has traditionally punished counterfeiters with great severity. Until 1832 it was a hanging offence, and in 1817, a typical year for such sentences, 313 men and women went to the gallows for copying the Realm's coin and banknotes. America has also been inclined to severity in these matters, but to-day only one power, China, still imposes the death sentence. Murray Teigh Bloom, who has made a study of this form of fraud, reports that on the whole it is markedly unprofitable. In MONEY OF THEIR OWN (Weidenfeld and Nicolson. 21s.) he tells the stories of some of the world's greatest counterfeiters. Among them were enterprising Nazis who, in World War II, tried to put the Bank of England out of business with wholesale banknote forgeries in excess of £250,000,000. This was apparently accepted as a fair ruse of war, for no one paid for this particular venture at the Nuremberg War Crimes Trial. The author's favourite forger is Artur Alves Reis, who gave the Government of Portugal its greatest shock since the Lisbon earthquake of 1755. Reis perpetrated his giant fraud in the 1920's. Another intriguing character in Mr. Bloom's book was the quiet telegraph official who put the shilling stamps on the 3,000 to 5,000 telegrams a day which, in the 1871's and '72's, passed through the Threadneedle Post Office adjoining the London Stock Exchange. For two years these stamps were nearly all forged, and the only other man in the game was the lithographic printer who produced them. When this champion forger retired at the age of forty, with a handsome sum in the bank, he was careful to draw his retirement pension, small as it was. He was certainly Mr. Bloom's coolest customer.

As we have seen, postage stamps are by no means an unfruitful field for the patient counterfeiter. P. J. Sutton, in STAMP CURIOSITIES (Hutchinson. 25s.), covers a wide field, in which the forger in many lands plays a full part. The book is packed with anecdotes, and it seems obvious that there are no countries in the entire world stamp album that are not represented by some interesting oddity or other, and more often [illegible] not a highly profitable oddity.

FLYING TALES FROM BLACKWOOD (W[illegible] Blackwood and Sons. 15s.) has a foreword by [illegible] Dermot A. Boyle, Chief of the Air Staff, who was [illegible] moted Marshal of the Royal Air Force in the [illegible] Year's Honours. It contains what are considered [illegible] some of the best aviation stories published in the fam[illegible] Scottish magazine in the past half-century. John M[illegible] worth writes on early days in the Royal Flying Co[illegible]

The Arthurian Legend enjoys a firm hold in at l[illegible] three places in Britain. They are Caerleon-on-[illegible] which so much appealed to Tennyson and where [illegible] wrote his romantic lays; Tintagel, on the rock-bo[illegible] Cornish coast, reputed birthplace of King Arthur; [illegible] Glastonbury, or Avalon, the supposed site of Arth[illegible] grave and of a chapel built by St. Joseph of Arimat[illegible] It is the last of these that Geoffrey Ashe has made [illegible] subject of an intensive study. In KING ARTHU[illegible] AVALON (Collins. 18s.) he employs the results [illegible] modern research to reach the truth, as far as it c[illegible] ever be known, underlying the Arthurian legends [illegible] traditions. This is a fascinating piece of reconstruc[illegible] in which Mr. Ashe goes as far as to say that the oblit[illegible] tion of Glastonbury by Henry VIII gravely impai[illegible] Britain's ability to understand herself.

A certain dry-as-dust aura still seems to hang ab[illegible] the name of archæology, and unfairly so in respect [illegible] the many brilliant research workers who have used t[illegible] patient techniques to make possible for the sc[illegible]

FLOWER PAINTINGS AS ART

A large volume measuring 20 ins. in length and 13 ins. in breadth may not at first sight appear to be something for the general reader. Yet FLOWERS DRAWN FROM NATURE, by Gerard van Spaendonck (the Leslie Urquhart Press. 4 gns.), could not have been produced in any other form without losing its appeal. The book is edited by Wilfrid Blunt and distributed by André Deutsch.

Van Spaendonck is an outstanding example of the superiority of quality over quantity. As a flower painter his output was very limited, as opposed to that other

"IRIS PALLIDA": This picture is a small-scale reproduction from the finely-produced volume reviewed in this column. The original plates in *Flowers drawn from Nature*, engraved by craftsmen of genius, notably P. F. Legrand, may well be the finest set of engravings of flowers ever made. Bibliophiles and lovers of flowers will certainly want to possess it.

great flower artist Redouté. He was born in Holland in 1746 and by the age of twenty-four was established in Paris as a decorative painter. But his real genius lay in flower painting, and in 1774 he was appointed "*Peintre en miniature du roi*" and "*Professeur de Fleurs*" at the Musée du Jardin du Roi. It was about 1800 that *Fleurs dessinées d'après Nature* made its appearance. From the twenty-four plates Mr. Blunt has selected sixteen for the volume he has edited.

C. D.

historian vivid portrayals of life in ancient communities; often, indeed, they have had the gifts to do both sides of the work. Grahame Clarke, who holds the Chair of Archæology at Cambridge, helped to put the matter in a fair perspective in his excellent work, ARCHÆOLOGY AND SOCIETY, which now appears in a second and revised edition (Methuen. 25s.). This is a book for the general reader devoid for the most part of the digger's jargon. Numerous half-tone illustrations, drawings and end maps add to the virtue of this volume.

In unpretentious fashion, and with a wealth of good photography to assist her, Helen Fischer tells the story of her life as a big-game hunter and as a photographer of big-game on the plains of Kenya and Tanganyika and in the jungles of the Congo. PERIL IS MY COMPANION (Robert Hale. 18s.) not only comes close to nature, to lions, elephants, hyenas, buffalo and pythons, but to the world of men, white and coloured. Of the coloured folk Helen Fischer has made a special study. "I know many Negro types," she says, "the Wewes, the Walungulus, the Wagagos, the Wakamba, the Wanderobos, the proud Masai, the servile Kikiyu, the thieving Kru and all the rest of them, but I do not think I have seen any of them smile without the chieftain first having ordered 'friendliness.'" Apparently one of the few exceptions to this rule are the pygmies. Miss Fischer is a most entertaining guide to the African wilds and a fluent writer. Her book is translated from the German by Eleanor Brockett.

BAILY'S HUNTING DIRECTORY, 1957-58 (Vinton and Co. 35s.) makes its annual reappearance, bound appropriately as usual in hunting pink and as ever maintaining its tradition for authoritative information regarding over 550 packs of hounds located all over the world. Some 400 of them are in England, Wales, Ireland and Scotland. Hound show awards and point-to-point results are among the many other useful features.

R. C. E.

WITH THE AMAZON QUEENS: In this scene from *The Rape of the Belt* are, left to right, Richard Attenborough as Theseus, Kay Hammond as Hippolyte, Constance Cummings as Antiope, and John Clements, who also directs the play, as Heracles.

SISTERS OF THEMISCYRA: Constance Cummings (left) and Kay Hammond play two members of the Utopian land of superwomen in Benn Levy's comedy at the Piccadilly Theatre based on the Greek legend.

In *The Rape of the Belt*, the current production at the Piccadilly Theatre, London, the playwright, Benn Levy, has turned to the Greek legend for his theme, and has chosen the ninth labour of Heracles. Accompanied by Theseus (Richard Attenborough), Heracles (John Clements) sets out to capture the girdle treasured by the Amazonian queens of Themiscyra. This involves wooing the queens Hippolyte (Kay Hammond) and Antiope (Constance Cummings). The Amazons have never lost a battle because they have never fought one. However, the gods intervene and the beautiful queens are stirred to warlike action. Mr. Clements has given the play a virile and vigorous production, and Miss Hammond's sleepily flirtatious lisp is a disarmingly funny contribution towards the evening's entertainment.

A MODERN COMEDY OF ANCIENT GREECE

THE OPENING SCENE FROM THE PLAY: Judith Furse as Hippobomene and Richard Attenborough as Theseus appear at the start of the first act of *The Rape of the Belt*.

On left—

A DRAMATIC MOMENT: Through the wiles of the Amazonian queens, Heracles (John Clements) has been imprisoned in a tower. He now bursts out and turns on Theseus, his friend (Richard Attenborough), and Hippolyte, his foe (Kay Hammond).

HENRY III WATER-GATE DISCOVERED AT THE TOWER OF LONDON : Excavations by the Ministry of Works at the Tower of London have revealed a water-gate built for Henry III in the thirteenth century to serve as a private back-door entrance from the river to the Royal quarters. Behind the two stone steps is the lower portion of a spiral stair which led off to the right to what was the great hall of Henry III.

DISCOVERY AT THE TOWER OF LONDON

A Water-gate of Henry III's Reign is Unearthed

THE SITE OF THE DISCOVERIES : It is sectioned off by corrugated iron hoarding and covered by a canvas awning. The stonework of the water-gate, which is of Reigate stone, is in exceptionally good condition and both the tooling and masons' marks are still visible.

THE WATER-GATE AT ENTRANCE LEVEL : The four "weep holes" can be seen in the sill across the lowest step, showing that water once rose to this point before the moat was filled in and the present road laid. The discovery of the water-gate was made accidentally. It came to light as a result of excavations being carried out near the Wakefield Tower, built in 1221, and in which are kept the Crown Jewels. These disclosed about 20 ft. of the thirteenth-century curtain wall which joins the tower below ground-level. Shortly after this, Mr. Peter Curnow, Assistant Inspector of Ancient Monuments, uncovered the remains of the water-gate. The remains will be on view to the public at Whitsuntide. In the meantime the Ministry of Works is continuing excavations in the direction of the Lanthorn Tower in the hope of finding more traces of the thirteenth-century curtain wall.

AUGUSTUS JOHN IS EIGHTY

On left—

AUGUSTUS JOHN, O.M., IN A CHARACTERISTIC POSE : The eminent artist is seated, pipe in hand, in a chair in the study of his home, Fryern Court, at Fordingbridge, in Hampshire. The photograph was specially taken on Saturday of last week to mark the occasion of Augustus John's eightieth birthday. The painter spent the day quietly, being visited by friends and members of his family.

A PAINTING WITH A SECRET : Beneath this sixteenth-century painting of the " Madonna and Child " in the church of Lucignano d'Arbia, near Siena, has been discovered an important work attributed to the great fourteenth-century Sienese painter, Martini.

On left—

THE CHURCH OF LUCIGNANO D'ARBIA : It was within this building that the important early Renaissance painting was discovered. It had remained hidden and unknown for centuries.

AN ITALIAN ART DISCOVERY

Near Siena a Fourteenth-Century " Madonna and Child " is Brought to Light after Four Centuries

OUT OF SIGHT FOR 400 YEARS: Now revealed is the fourteenth-century " Madonna and Child " by Martini, hidden beneath a similar work since the sixteenth century. The mantle of the Madonna has been lost and the gold background is missing, but the essential part of the painting remains intact. *On left*—Professor Enzo Carli examines the work with a magnifying-glass while watched by Signor Italo dal Mas, who has worked on its retouching.

In the little church of Lucignano d'Arbia, near Siena, in Italy, a picture of the " Madonna and Child " which has been identified as the work of Simone Martini, has been discovered under another work. For centuries this work of the great fourteenth-century Sienese painter has been hidden under a sixteenth-century " Madonna and Child " by an unknown painter. Martini's work has retained almost intact the splendour of its colour and line, although the mantle of the Madonna and the background of the painting have disappeared. The superintendent of the Sienese Galleries and Monuments, Professor Enzo Carli, has stated that although there is no signature on the work, its noble quality is such that it can be attributed to Martini without any doubt. He also announced that the Italian Minister of Education has decided to exercise the right of pre-emption over the group of buildings constituting the hermitage of San Leonardo al Lago, near Siena, which not only contain the only known fresco by Giovanni di Paolo, but may also reveal other major works. Underneath its whitewashed walls traces of frescoes can be seen. With the buildings now completely at the disposal of the authorities, the necessary work of exploration and restoration can be carried out.

MONTE CARLO RALLY PREPARATIONS

British Drivers in Training; the Industry's Increasing Car Output; A de luxe Ford Consul; Road Improvements; Notes on Personalities

By "THE SPHERE" MOTORING CORRESPONDENT

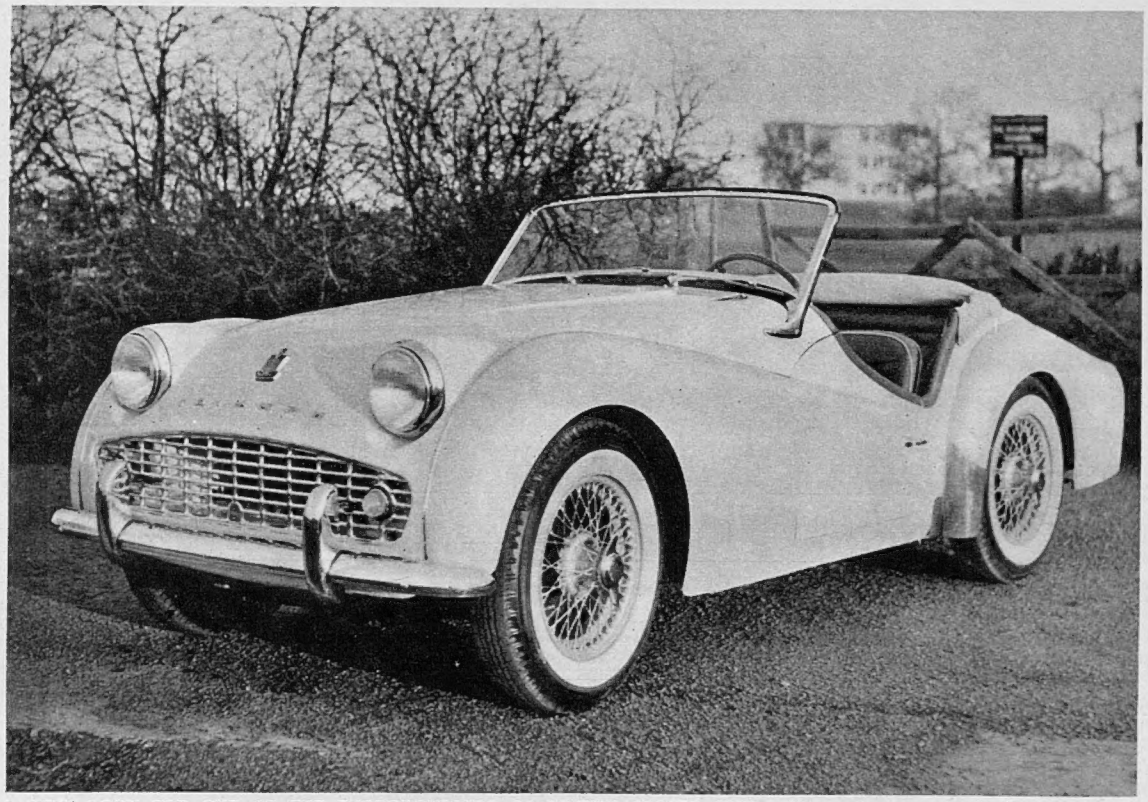
MR. NORMAN GARRAD, competition manager for the Rootes Group, is a man who takes his job seriously. He has entered a team of four Sunbeam Rapiers in the Monte Carlo Rally, which starts on January 22, and, as usual, he is doing all he can to ensure that his cars gain positions high up in the list of finishers. Two of his vehicles start from Paris (one with an all-woman crew led by Miss Mary Handley-Page) and the other two from Oslo. When they set out on their journey of nearly 2,000 miles to Monte Carlo, the cars will lack nothing in the way of preparation. Engines, brakes, steering and other vital features will be in tiptop condition and their bad-weather equipment will be of the very best. Norman Garrad is himself one of Britain's most experienced rally drivers and he has learned not to leave anything to chance. He has seen rallies lost by careless neglect of small details—a forgotten map, a screw not tightened, a spare part left behind, figures wrongly calculated. Mr. Garrad is as careful in preparing his drivers for the ordeal of the Monte as with the cars themselves. They have all been in rigorous training and will continue to practise right up to the start of the event.

Britain's other factory teams for the Monte Carlo Rally take things just as seriously, of course, for success in this famous winter event can mean much in the way of extra sales to firms such as B.M.C., Standard and Ford. Why, then, have I picked on the Sunbeams for special mention? Because recently I had the privilege to spend a day with some of the Rootes rally drivers as they practised skidding and high-speed cornering. First we went to the Dunlop tyre proving ground in Birmingham. Here, on a well-watered skid-pan, under the supervision of Mr. Jack Dormor, Dunlops' chief test driver, the Sunbeam crews put in some valuable practice. Experienced though they all are in driving on greasy or icy roads they admitted afterwards that they had greatly improved their knowledge of how to avoid skids and how to control a car if it gets into one.

Later we drove 24 miles to the famous wartime airfield at Halfpenny Green, near Bridgnorth, where the Dunlop Company carry out high-speed tread wear tests on the perimeter track. The Sunbeams were taken at fantastic speeds round sharp corners made greasy by artificial means. "I don't want my drivers to take corners as fast as that in the Monte," Norman Garrad confided. "There would be no sense in doing that, even if they were a bit late for a control. Our ambition is to get to Monte Carlo—not to finish up in a ditch. The sole object of these high-speed cornering tests is to enable the drivers to get to know their cars really well; to know what they feel like when being driven near the limit; to know just what punishment the cars will take."

I was greatly impressed by the skill shown by Miss Handley-Page, daughter of the aircraft manufacturer, who is being groomed to take Miss Sheila Van Damm's place as Rootes' ace woman driver. Miss Handley-Page's co-drivers in the Monte will be Mrs. Doreen Reece and Mrs. Lola Grounds. Other Sunbeam drivers I saw practising included Peter Harper, David Humphrey and Peter Garnier. It was the first time any rally drivers had been given permission to use the Dunlop facilities.

Britain's big car firms saluted the New Year with a confidence based on the remarkable manner in which business is holding up in both home and export markets. The salesmen don't remember anything quite like it. The continuing demand for British cars at home and abroad has kept the factories humming with activity and has made possible new production and export records.



A NEW LOOK FOR ONE OF THE THOROUGHBREDS OF BRITISH SPORTS CARS: Although many body improvements have been made to the restyled version of the Triumph T.R.3, the performance and reliability of the well-proven basic design have been retained. A new frontal grille, set low and extra wide to accommodate parking lights, has been incorporated and the headlamps have been recessed into the wing fairing. At the rear a new lighting arrangement includes flashing indicator lamps separate from twin tail-brake lamps.

The industry's car output in November was 83,965. That gives a weekly production rate of 20,991—the highest ever achieved by the industry. The November figure brought the country's car output for eleven months to a total of 769,960. That is 113,000 more than in the corresponding period of 1956. The number of cars shipped abroad in November was 41,081. Their value was £15.1 millions. It was the best November of all time for both number and value of car exports. In value it was a record for any month. The full 1957 figures, due out in a few days, will almost certainly reveal that it was a record year for exports and the second best year for car output (1955 still holding the all-time production record).

This happy state of affairs is to some extent due to the growing demand for British cars in the U.S., which is to-day far and away Britain's best export market. Our sales there last year were two and a half times as great as in 1956. But although its relative popularity has dropped, the German Volkswagen is still the best-seller, in the U.S., among the imported cars. The latest reports suggest that the French Renault Dauphine still holds second place, with M.G. third and Ford (of Dagenham) fourth.

In spite of its fine achievements it is obvious that the British car industry cannot afford to let up for an instant. The German, French and Italian firms are right there, all the time, battling for orders in all the main oversea markets. Germany, by a large margin, beat Britain again last year in the number of car exports. She never dropped behind Britain during the year on aggregate exports, though in July and August Britain shipped more cars than Germany during those individual months. It now looks as if annual holidays in Germany were largely responsible for this. In September Germany again beat Britain in the number of cars exported, and by the end of October she had sold 402,626 abroad compared with Britain's 348,562.

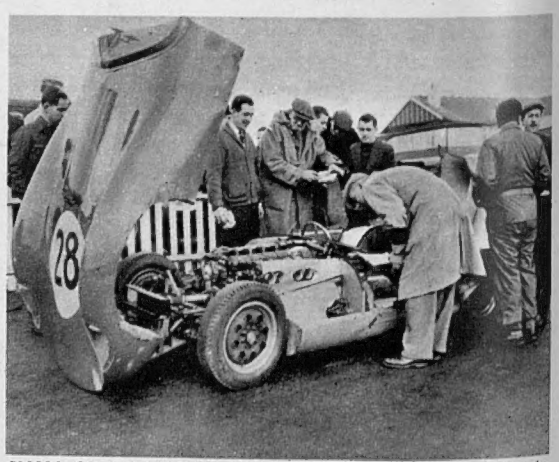
The new de luxe version of the Ford Consul is, at £871 7s., including tax, a very attractive car. It is worth all the £52 10s. extra the Dagenham firm is asking for it over and above the price of the standard Consul. The design of the front seat has been greatly improved, and it is a much more comfortable car to ride in. The arm-rest is a boon when there are only two people sitting on the front seat. Improvements to the steering system make the de luxe Consul a much more pleasant car to drive.

There is news of three big road improvements designed to relieve traffic congestion in the London area. At Hammersmith second thoughts are being given to the much-debated fly-over or viaduct. The London County Council Town Planning Committee has told the Minister of Transport that they are now agreeable to having a viaduct in view of the availability of a 75 per cent. Exchequer grant towards the estimated cost of £1,500,000. The viaduct, which would lift traffic right over Hammersmith, would be half a mile long, 21 ft. high at its highest point, and 60 ft. wide, giving room for two 22-ft. carriageways. The fly-over would form part of the Cromwell Road extension. It would help to create a worthy exit from London to the West (including airport traffic) instead of letting traffic get into hopeless congestion on the roundabout which would have taken the place of the viaduct.

The Park Lane improvement scheme will reserve Park Lane for southbound traffic, leave the eastern carriage drive in Hyde Park for the exclusive use of northbound traffic, create new roundabouts at Hyde Park Corner and take traffic from Piccadilly to Knightsbrdige (and vice versa) under Hyde Park Corner. The Minister of Transport originally intended to have one tunnel under Hyde Park Corner, wide enough for two traffic lanes, one in each direction. This, he declared in Parliament, would give a reserve capacity of 40 per cent. over and above the present traffic flow. As a result of the Commons debate, after which the Hyde Park Improvement Bill received its Second Reading, the Minister, Mr. Harold Watkinson, has had second thoughts about the tunnel. He now thinks it might be wiser to have two tunnels, giving two traffic lanes in each direction. Mr. Watkinson is discussing the matter with the L.C.C. and there are few motorists who do not hope that agreement will be reached to have two tunnels, even though the cost of the whole scheme will be increased by £750,000 to a total of £5,250,000.

Out on the Kingston By-pass there has often been serious congestion at the Ace of Spades, where the Leatherhead-Surbiton road crosses the by-pass. The roundabout has proved hopelessly inadequate. I have often seen three or four police officers on traffic duty there, trying to sort things out. Now the Minister has decided that the only real solution at this busy spot is to carry the secondary road under the by-pass at a cost estimated at £500,000, including the provision of some more dual carriageways westwards towards Esher.

Turning to personalities in the motoring world. . . . Mr. Raymond Mays, manager of the B.R.M. racing team, has signed on French champion Jean Behra and Franco-American Harry Schell as his two chief drivers this season. . . . At the time of writing, Mr. Tony Vandervell was still saying he was undecided whether or not to race his Vanwalls. . . . Mr. E. C. Mekie, chairman of Silver City Airways, has announced big reductions for next summer on his car ferry tariff. . . . A.A. Secretary Tim Kelly states that the free breakdown service dealt with more than 300,000 stranded members during 1957. . . . Major Harry Stanley, M.C., R.A.C. Assistant Secretary, has resigned to become executive director of the Hong Kong Tourist Association. . . . Mr. Victor Bridgen, chief of the Victor Britain car hire service, held a party to launch a new edition of his free *Dine and Drive Through Britain* map, which pin-points hotels and restaurants recommended by a team of experts.



SMALL-CAR RACING AT BRANDS HATCH: A scrutineer inspects the 1½-litre Willment-Climax, which finished third in the Formula Libre Race at Brands Hatch on Boxing Day. The car was entered by Mr. S. Lewis-Evans.

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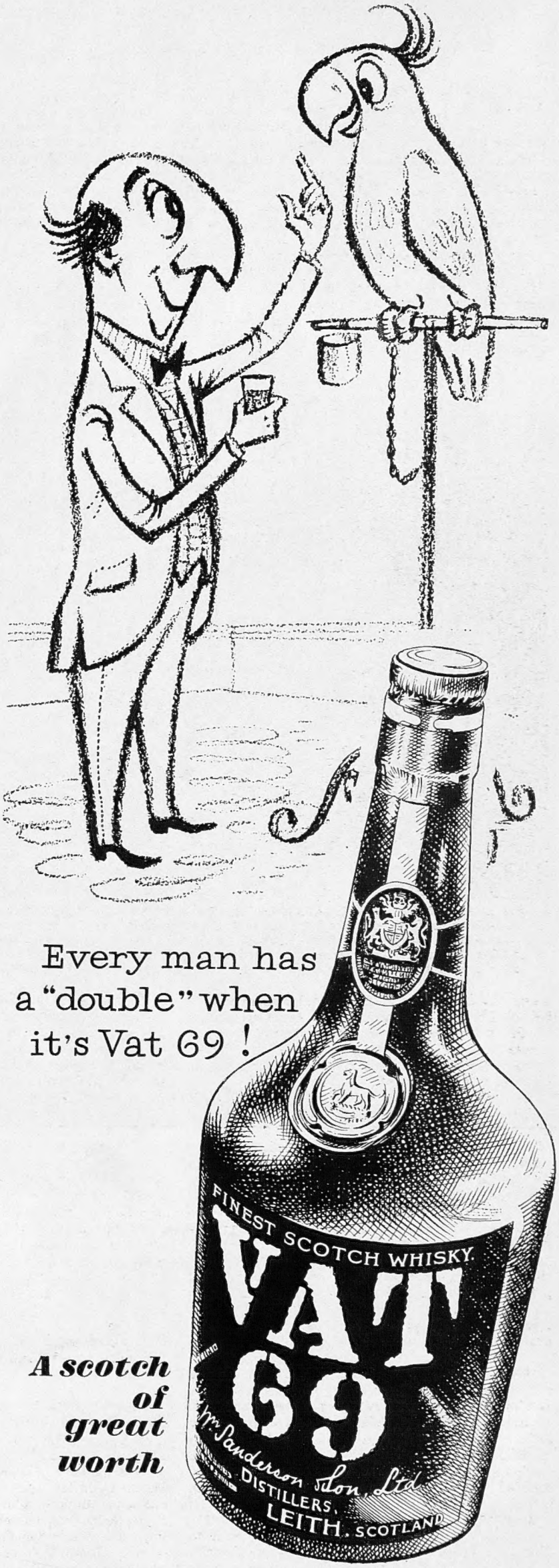

A scotch of great worth

EVENING — and one by one men are turning out the lights on their working day. Tonight, quietly at home or gaily abroad, they are once again husbands, hosts, friends among friends. Those who have learned to savour each moment of their leisure hours will crown contentment with a glass (or two) of **Dewar's "White Label".**

It never varies

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